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Mather Field Specific Plan



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Plan Overview

The Mather Field Specific Plan provides a vision for a large area of Sacramento that is making a significant transition from military to civilian activities. The purpose of this plan is to guide the evolution of this area in a way that will encourage coordinated development and reuse of the site in a manner that responds to local and regional objectives. The intent of the Specific Plan is to encourage new investment and revitalization of Mather through a clearly expressed vision that is supported by a clear land use plan, design strategy and implementation program. Towards this end, the plan recognizes that new development and investment will occur on an incremental basis, but this development must be coordinated so that the area does not end up as a patchwork of disparate uses that have no relationship to one another or to the place as a whole.

More specifically, the objectives of the Mather Field Specific Plan include:

- The creation of an airport business complex oriented to aviation-related activities, such as parcel shipment and other “just-in-time” businesses that rely on convenient airport access. The existing airfield will be maintained as the centerpiece of this complex. The plan provides for approximately 11 million square feet of aviation support and industrial and distribution uses within existing and new buildings.
- The revitalization of the Main Base as the mixed-use activity center for Mather and its environs. The Main Base will be the front door of the airport and will include a variety of uses, including airport-related businesses, offices, retail uses, large institutional uses, as well as transitional housing. The plan provides policies and guidelines that will maintain the pedestrian scale and village quality of this area.
- The creation of a major regional park that will improve the quality and livability of the Sacramento region. Like Tilden Park in Berkeley or Bidwell Park in Chico, the scale of the Mather regional park presents Sacramento with an unparalleled opportunity to create a

facility that incorporates a variety of active and passive recreational facilities while preserving open space and environmental resources.

- The rehabilitation of existing residential units to create a new neighborhood of affordable owner-occupied housing that is oriented to the amenity of the regional park. The plan proposes the rehabilitation of the existing 1,271 units in their existing location, the reuse of the existing schools, and the provision of new retail uses to serve the needs of the future residents.
- The preservation of environmental resources, including vernal pools and wetlands associated with Morrison Creek. Many of the sensitive environmental features of the site have been integrated into the regional park to be maintained as natural open space. Mineral resources, which also exist on the site, are also protected, and managed extraction is allowed by the plan.
- The plan looks to the beauty of Mather's natural setting to provide a landscape image for the area. The plan proposes the creation of a strong landscape framework established along streets, natural and active parks and open spaces, to unify the variety of uses and activities and enhance orientation and organization of the site.
- The creation of a new commercial recreational attraction, such as a theme park or a major institutional use, at the southeast corner of the site. This location is well served by regional arterials, including Sunrise, Zinfandel and Kiefer Roads. A number of major users could be accommodated in this area, subject to future review and approval by the Board of Supervisors.

- An implementation program that utilizes existing infrastructure to the extent feasible. While there are deficiencies in the existing system of roads and utilities, upgrades to these facilities are costly and should be provided incrementally as new development occurs and financial resources become available.

The Site and Its Context

Mather Field is comprised of 5,716 acres of land located at the heart of the Highway 50 corridor, one of the growing employment centers in the Sacramento region. The site is currently located on Sacramento's urban fringe, bounded on the north and west by urban development and on the east and south by undeveloped land. More specifically, areas to the west of the base primarily include light industrial and research and development uses, with some agricultural land. North of Mather, the existing Rancho Cordova community contains commercial development along Folsom Boulevard and Mather Field Drive and commercial development located at the interchanges along US Highway 50. Active gravel mining and research and development occur to the southwest and to the north-east of the base. Lands east and south of the base are mostly agricultural or undeveloped lands; land to the east of the site has been proposed for new urban development.

The site is comprised of relatively level grassland and is traversed by Morrison Creek, which flows in a southwesterly direction to the Sacramento River. Morrison Creek has been dammed at its northwestern reach to form Mather Lake. Mather is bounded on the eastern edge by the Folsom South Canal, a man-made facility constructed for purposes of distributing water supply to points south. A significant distribution of vernal pools is established along Morrison Creek and its drainages; these resources

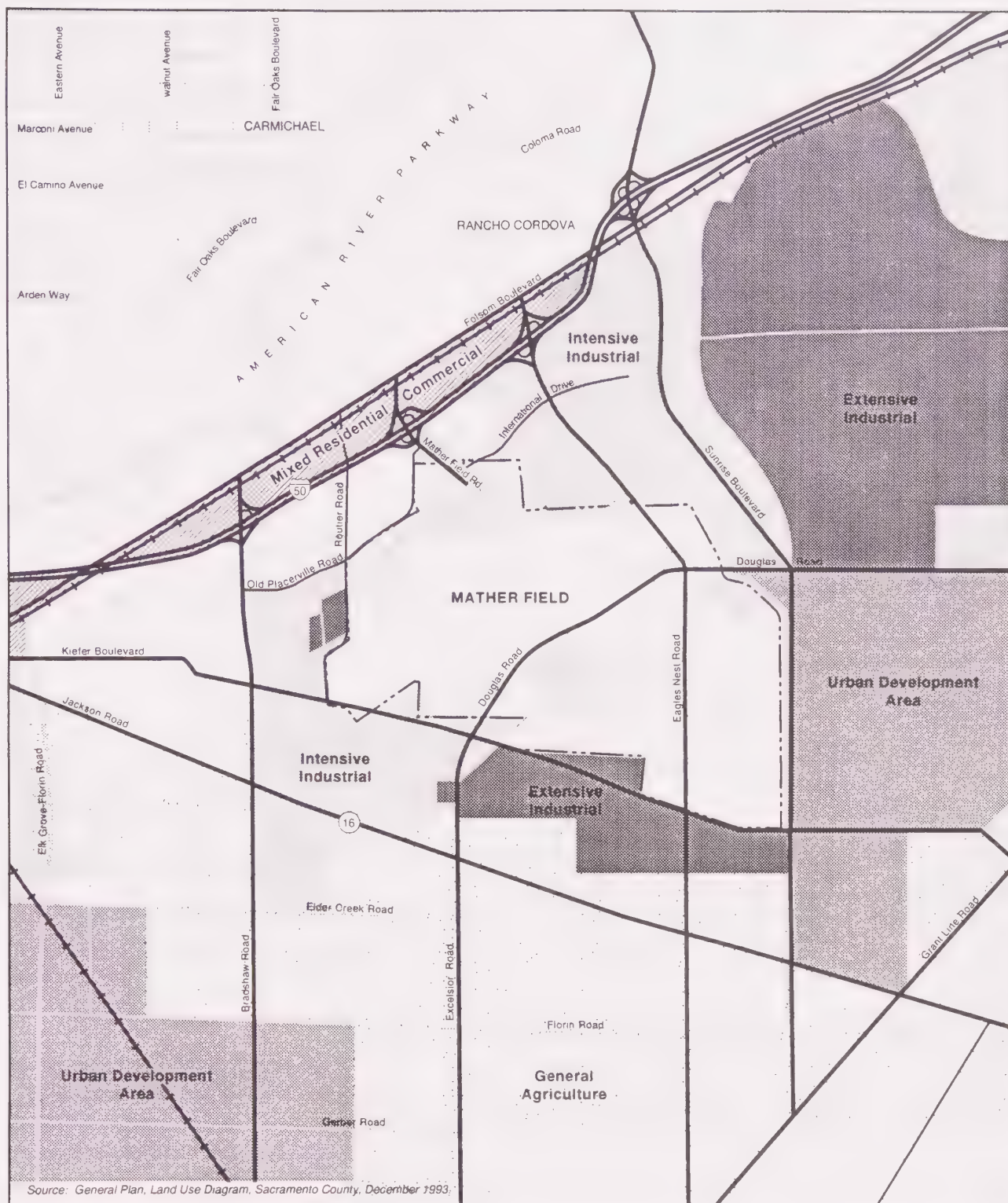


Figure 1
Regional Land Use Context

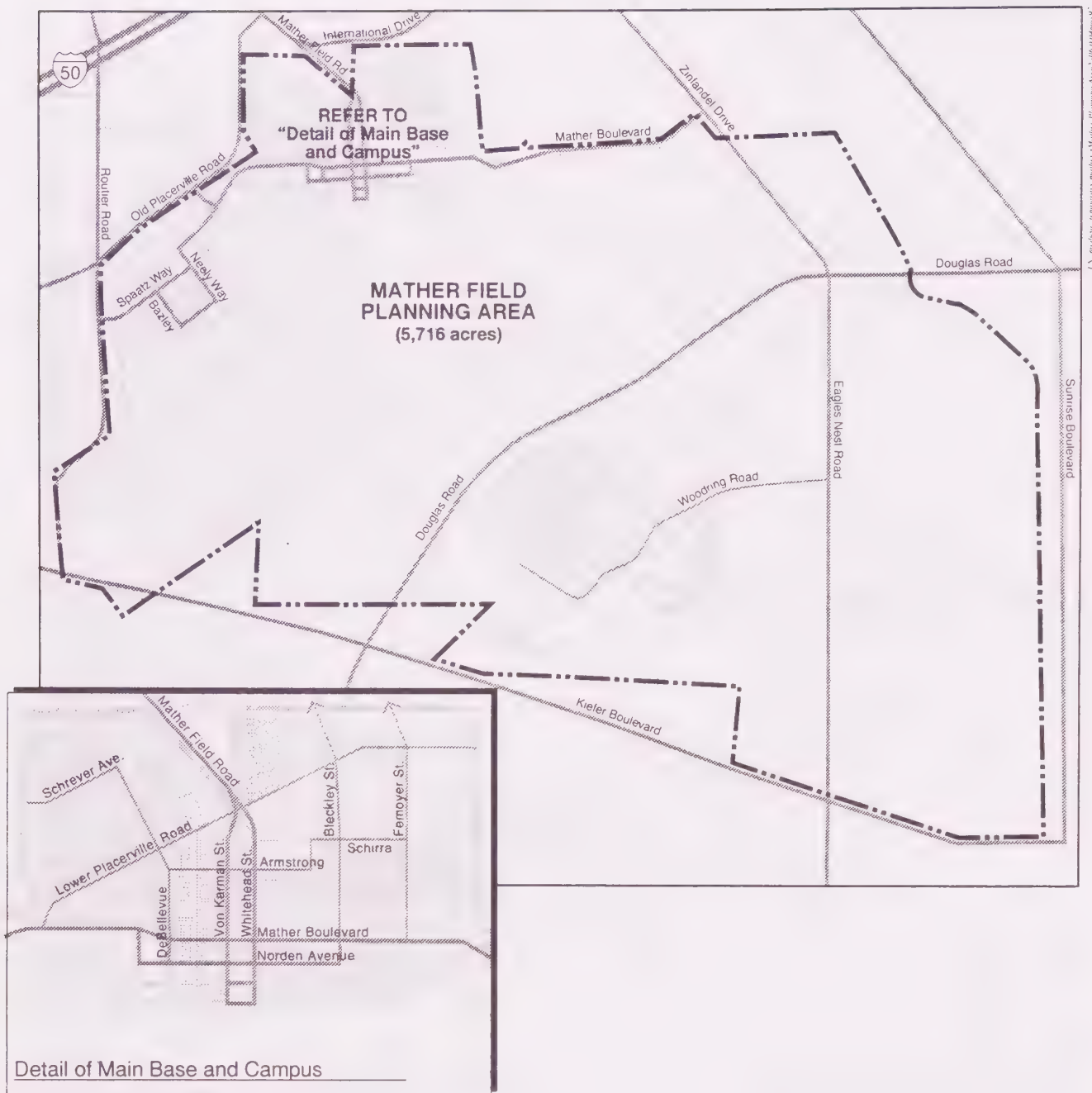


Figure 2

Mather Field Planning Area

have remained relatively undisturbed and are a unique ecological resource. The site also contains valued mineral resources, specifically deposits of construction-grade aggregates at the southwest corner of the site. These features are described in Figure 3.

Mather Field has been partially urbanized over the years to accommodate military uses. The site is organized around a large airfield with parallel runways. The main runway is approximately 11,300 feet in length, and there are more than 180 acres of heavily reinforced apron space adjacent to the runways. Much of the urban development occurred north of the runways in the Main Base Area, where administrative, education, training and support functions occurred, and in the North Airport Industrial Area, which functioned as an aircraft maintenance and support area. South of the runways, land was primarily devoted to housing and recreational functions, and much of the land is undeveloped. As shown in Figure 3, contamination by hazardous materials has occurred largely within the North Airport Industrial Area and around the airfield.

Planning Process

This Specific Plan represents the culmination of planning for the reuse of Mather Field which began following the base closure announcement in 1989. The planning for Mather has gone through several phases, as follows:

SACOMC Plan, 1989-1991

Following the base closure announcement, the Sacramento County Board of Supervisors initiated a comprehensive reuse planning effort and appointed a community-based advisory group, the Sacramento Com-

mission on Mather Conversion (SACOMC). This group, over the course of two years, analyzed numerous alternatives and established a list of recommendations for consideration by the Board. Key recommendations of this plan included: preservation of the airport for the creation of a major aviation facility surrounded by mixed commercial, industrial, recreation and residential land uses; the protection of natural resources; and the use of base facilities for recreational, residential, educational and business purposes.

MIST Plan, 1991

Upon receiving and approving the SACOMC recommendations, the Board established the Mather Internal Study Team (MIST) composed of County staff. MIST's goals were to refine and evaluate SACOMC's recommendations and to further examine both aviation and nonaviation reuse options. Working closely with members of the Rancho Cordova community, the MIST team confirmed that a civilian aviation facility provided Sacramento with the most advantageous economic opportunities considering both short-term liabilities and long-term benefits. Like the SACOMC plan, the MIST report called for a mixture of industrial, commercial, residential and educational uses in association with the airport, and for the protection of natural resources.

In the fall of 1991, the Board of Supervisors endorsed the MIST plan and forwarded it to the Air Force Base Disposal Agency (AFBDA) (now the Air Force Base Conversion Agency (AFBCA)) for consideration in its preparation of a Record of Decision (ROD) for the disposal of the base. The Air Force issued its ROD in March of 1993. Since that time, the County has been negotiating with the AFBCA to resolve their differences. A Supplemental Record of



Figure 3

Constraints Synthesis



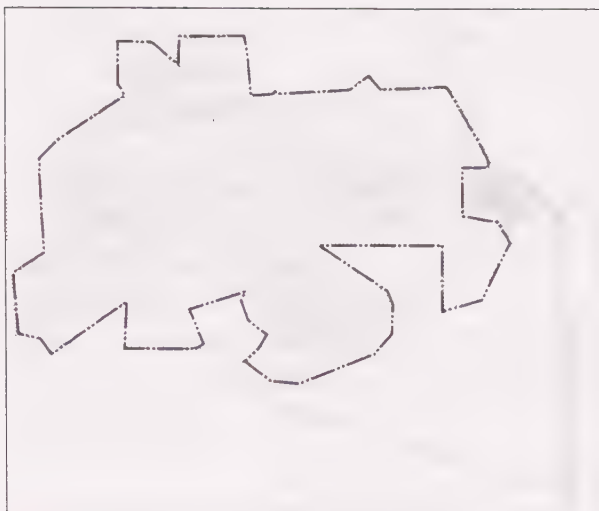


Figure 4

Mather Redevelopment Area

Decision (SROD) representing both the Air Force and County positions was issued in November 1994, and a Revised Supplemental Record of Decision (RSROD) was issued in October 1995.

Reuse Planning Process, 1993–1995

In April of 1993, the Sacramento Housing and Redevelopment Agency (SHRA), at the direction of the Board of Supervisors, selected a consultant team headed by ROMA Design Group to develop a more specific land use, marketing and recruitment strategy, consistent with the County's reuse concept. The Board also appointed a 17-member Mather Committee on Redevelopment (MCR) to serve as an advisory group for the planning process. The reuse planning undertaken during this process has guided the County in its deliberations with the Air Force;

conversely, the negotiations with the Air Force have influenced the direction of the Reuse Plan. Subsequent to the SACOMC plan and the refinements provided by the MIST plan, the reuse planning process has progressed with the following three components:

- **The Vision.** During the summer of 1993, an overall vision for the future of the base was prepared, reflecting the major findings and recommendations of the SACOMC and MIST plans and incorporating new information from the public conveyance and negotiation processes. The Vision was also informed by broad community input obtained through a series of “stakeholder” interviews with a wide spectrum of interests, and through workshops hosted by the MCR, the Planning Commission and the Board of Supervisors. This first phase culminated in a community-wide presentation of The Vision plan on October 1, 1993, the day following the official closure of the base.
- **Development Strategy.** The second phase of work built upon The Vision and upon comments and input received from the MCR and the public at large. The purpose of this work was to provide a more specific development strategy, including: a recommended land use and development program informed by a comprehensive market analysis; a strategy for the phasing and financing of required infrastructure and transportation improvements; and a strategy for marketing the base and recruiting businesses and users.
- **Redevelopment Area Plan.** A portion of Mather Field was designated a Redevelopment Area, which allows the Sacramento Housing and Redevelopment Agency special financial capabilities with respect to tax revenue generated in the area. The Mather Redevelopment Area boundary is shown in Figure 4.

- **Economic Development Conveyance Process.** Following the completion of the Development Strategy, the County began negotiating with the Air Force a request for an Economic Development Conveyance (EDC) for certain portions of the property. An EDC is a mechanism of transferring property to local redevelopment authorities at or below fair market value with the objective of promoting economic development and job creation in areas impaired by a base closure. Through an EDC, the LRA can obtain properties and act as the developer of the property, utilizing proceeds from development or lease of the more marketable parcels at Mather to fund needed improvements on other parcels, thereby making these parcels attractive for new uses. As of this writing, the EDC negotiations between the County and the Air Force are still underway.
- **Selection of a Third Party Property Management Firm.** In order to establish new civilian uses at Mather as expeditiously as possible, the County has contracted with a third party property management firm to provide real estate and development management services, including marketing and tenant recruitment, property and asset management, and development management services. The County chose to contract with a private entity in order to obtain specialized skills in real estate and development that the County does not possess, as well as a variety of business contacts and access to outside capital.
- **Specific Plan.** The final phase of the planning process is the preparation of a Specific Plan which provides plan policies, standards and guidelines that will provide the regulatory mechanism for the implementation of the Specific Plan. This plan will provide overall direction for the development of public and private

uses at Mather consistent with the Development Strategy and will provide the basis for amendments to the County's Zoning Ordinance.

General Plan Amendment and EIR

At the end of the Vision phase, the County initiated a General Plan Amendment process to incorporate the reconfigured land use plan. Parallel with this process, a Draft Environmental Impact Report (EIR) was prepared and circulated in the spring of 1994. Adoption of the General Plan Amendment and certification of the EIR occurred on August 24, 1994.

Scope of the Specific Plan

The Mather Field Specific Plan establishes the location, intensity and character of land uses; the circulation pattern and necessary infrastructure improvements to support development; the location and general configuration of parks, open space and community facilities necessary to support new development and contribute to the quality and livability of the region as a whole; and the implementing actions required to realize the plan's objectives. As such, this Specific Plan provides detailed policy direction that refines and elaborates on the Sacramento County General Plan, which is the principal tool that guides growth and development in the county.

This Specific Plan has been organized into the following chapters which address the issues associated with Mather Field:

- *Land Use and Community Design*, which sets forth the extent, type and intensity of new development and provides standards and guidelines for new streets and development;

- *Circulation*, which focuses on the necessary on and offsite requirements for streets, transit, bicycle and pedestrian ways;
- *Utilities and Public Services*, which describes how the area will be served by utility systems and public services, including schools, parks and safety services;
- *Environmental Management*, which sets forth goals for the conservation of natural resources on the site; and
- *Implementation*, which describes the program of regulatory and financial actions necessary to implement the plan. Detailed standards for new development are included in Appendix A.

Land Use and Community Design

This chapter of the Mather Field Specific Plan establishes the distribution, location and extent of land uses within the planning area and design guidelines for reuse and new development. The vision for Mather Field brings together three emerging roles for reuse of the planning area—as an air transportation hub, as a center of business and education, and as a regional environmental park and recreational destination. Opportunities also exist for the preservation of existing single-family homes and the creation of a new neighborhood adjacent to the regional park. Although Mather is planned as a cohesive and integrated environment, it can be organized into three primary subareas (Figure 5):

- The *Airport Subarea (Airfield, North and South Airport Areas)*, located at the heart of the base, including the airfield and aprons, the existing aviation support area, the Army National Guard facility, and significant sites on both the north and south sides of the airfield which provide unique opportunities for industrial, distribution and aviation-related uses.

- The *Main Base Subarea (Main Base and Campus Areas)*. With its finely scaled pattern of streets and buildings, this area provides the opportunity for the creation of a mixed-use pedestrian-oriented business and educational center at the core (Main Base) surrounded by larger campus-style office and institutional parks (Campus Area).
- The *South Base Subarea*, which is currently undeveloped except for the enclave of existing single-family homes, providing the opportunity for the creation of a major regional park, commercial recreational destination and residential neighborhood.

Market Overview

A market study was conducted at the outset of the planning process for Mather Field to identify the potential for new civilian uses to be established on the site. The study focused on aviation-related uses as well as office and

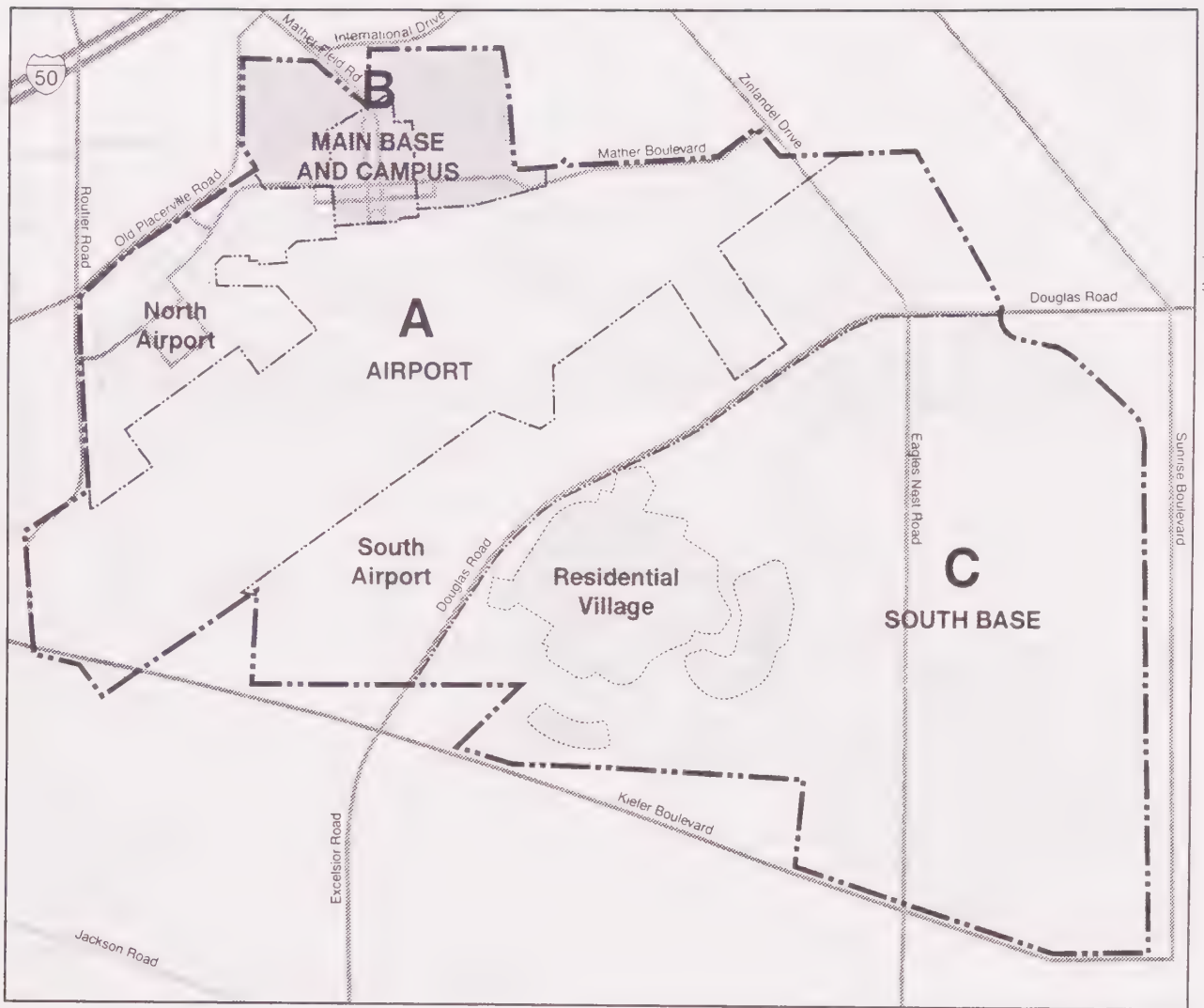


Figure 5
Plan Subareas

industrial activities. The conclusions of the market study are summarized as follows:

- **Air Cargo—Integrated Parcel Carriers.** Mather Field is well suited for use by integrated parcel carriers (e.g., Federal Express, Airborne, Emory), and such carriers represent the best opportunity for initiating cargo operations at Mather, as exemplified by Emory's recently established operations at Mather. In the short term, Mather will serve as a "spoke" in the "hub and spoke" system used by integrated carriers. As a spoke operation, Mather could likely service one or two planes per day from each carrier that locates there. Additional flights could be generated if Mather becomes a regional hub facility for one or more of the integrated carriers. Overall, the initiation of air cargo and related support services at Mather will enhance the marketing of other aviation uses as well as the office and industrial property at the site.
 - **Air Cargo—International.** Due to the fragmented nature of traditional air cargo service, the dependence on passenger planes for cargo space and the historical basis of international air cargo activities around the San Francisco Airport, it may be more difficult to attract this component of the cargo market to Mather Field. Furthermore, the large investment by airlines and freight forwarders around San Francisco International (SFO) would deter the relocation of these firms to Sacramento.
 - **Aircraft Maintenance.** Mather is a viable location of third party maintenance in terms of its location, climate, labor force, parts accessibility, and facilities. However, there is currently a lack of demand for aircraft maintenance facilities.
- The existing facilities are best suited to smaller scale specialized contractors which service engines, landing gear, auxiliary power, and particularly engine repair. Larger maintenance operations that can handle 747s and larger sized aircraft would require new construction.
- **Airline Training.** Mather's existing facilities are well suited for a training school. The future demand for commercial pilot training is expected to increase since a large number of active pilots are approaching retirement and the number of military-trained pilots is diminishing. In terms of training for recreational pilots, the growing residential and employment base in the region is expected to provide market support for general aviation training.
 - **Office.** Mather is located within the Highway 50 corridor, a growing regional center for regional headquarters and back office development. Mather has certain advantages in terms of proximity to the air cargo facility as well as obstacles to overcome, such as the phasing of infrastructure, a public image set by past military uses, and the timing of toxic remediation. Rather than attempting to compete with the Highway 50 market, Mather could encourage uses that will serve and complement the institutional, educational and training activities already planned for other areas of the base.
 - **Industrial.** Industrial land at Mather will be extremely competitive with other sites in the region. The direct access to cargo operations and availability of large land tracts will be desirable to industries with a long-term development program. Industrial development at Mather is likely to attract new firms to the region, as well as influence the regional distribution of development.

Land Disposition Process

Many elements of the Land Use Plan reflect decisions made through the land disposition process set by the federal government for the reuse of military bases. In March 1993, the Air Force executed a Record of Decision (ROD) which determined the disposition of property and facilities at Mather Field. Amendments to the ROD have subsequently been executed that modify or further refine the decisions regarding property disposition made in 1993. The ROD and subsequent documents specifically identify the organizations and agencies to receive property and facilities and the means of property conveyance. The current disposition of property is shown in Figure 6 and summarized in Table 1.

As shown in the property disposition map, the majority of Mather Field property has been conveyed to several public agencies and will be used for a variety of purposes. The single largest conveyance of land, 2,775 acres, representing nearly 50 percent of the site, has been conveyed to Sacramento County for the establishment of an airport and airport-related industries. Another one-quarter of the land area, 1,485 acres, has been conveyed to the County of Sacramento for the establishment of a regional park. The remaining land will go to a variety of agencies for various uses, including housing, medical facilities, recreational amenities and new development.

Planning Principles

The Land Use Plan for Mather Field is the result of a planning process which has incorporated extensive discussions with the community, plans of future users, and the results of the market study. This Specific Plan sets forth policies and guidelines that are aimed at weaving together the variety of uses into a cohesive plan that

provides for: 1) uses and facilities planned by agencies and entities that have obtained property at Mather Field; 2) new uses that can spur economic development and revitalization of the site; and 3) uses that contribute to the identity and enjoyment of the Sacramento region as a whole.

The following planning principles provide the foundation for the Land Use Plan:

PRINCIPLE 1. Utilize the unique aviation facilities and resources of Mather Field to spur economic development and job replacement.

Mather Field, with its extensive runways, hangars, aprons and support facilities, is ideally suited for civil aviation use. These assets are of significant value and should be maintained and enhanced to achieve objectives related to economic development and job replacement. The creation of an air cargo airport facility and industrial business park at Mather can contribute to the diversification of the regional economy by attracting new uses and jobs that might otherwise locate elsewhere. In the short and intermediate term, Mather provides ideal opportunities for aviation uses, including integrated parcel carriers, major industrial activities, and "just-in-time" businesses that rely on convenient airport access.

PRINCIPLE 2. Ensure that new activities at Mather are complementary and supportive of adjacent and surrounding areas.

Now that the disposition process is complete, Mather Field is no longer a discrete installation fenced off from its surroundings, and must strive to become an integral part of the Rancho Cordova community and the Highway 50 Corridor. The location, type and character of new uses at Mather should serve to reinforce the economic well being

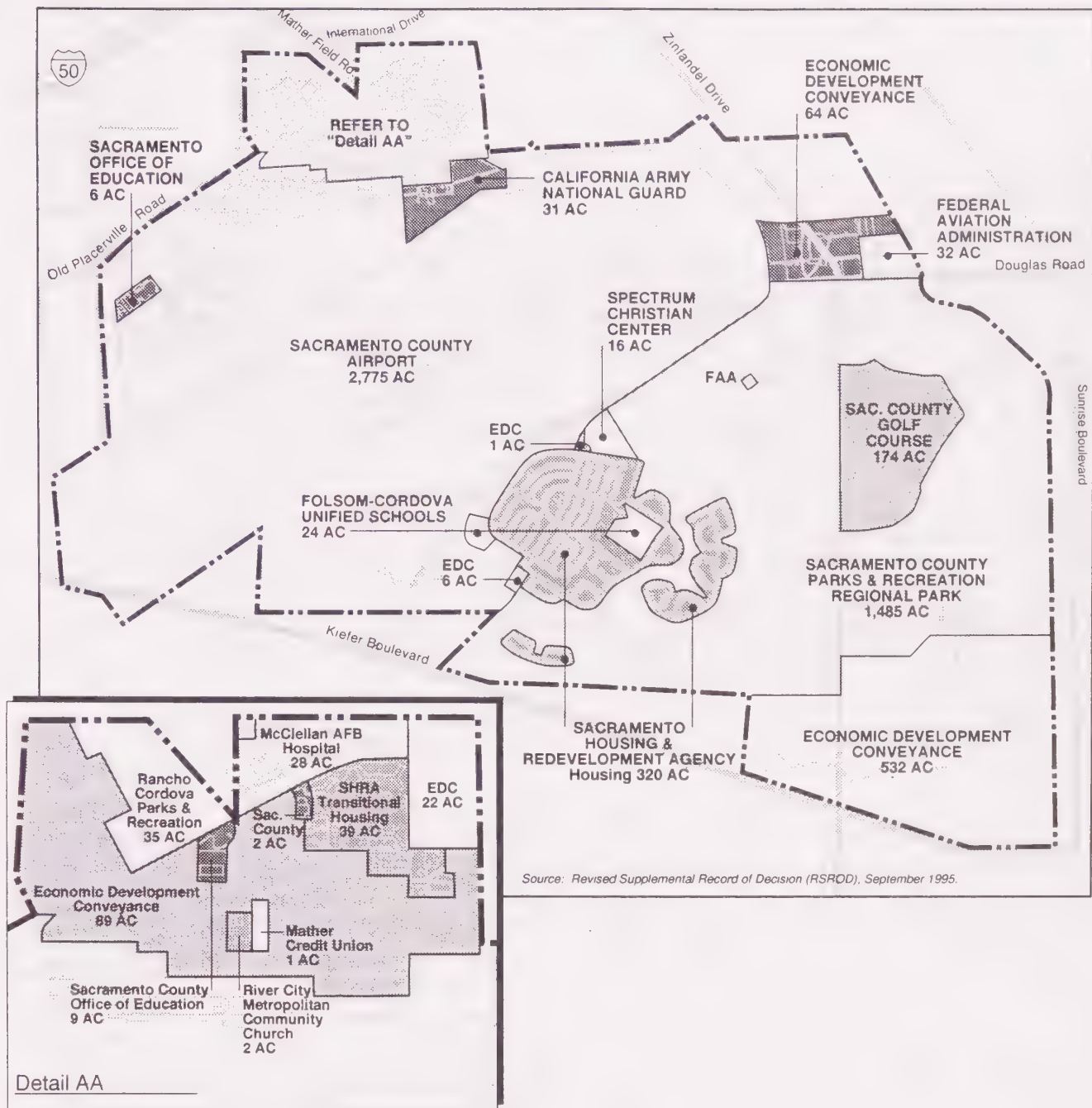


Figure 6

Property Disposition

Table 1
Disposition of Property¹

Recipient Agency	Acreage	Percent	Use	Method of Conveyance
Airport Area				
Sacramento County Department of Airports	2,775	49%	Airport	Public Benefit
Federal Aviation Administration	32	<1%	Radar Facility (TRACON) ²	Federal Transfer
Department of the Army	31	<1%	California Army Nat. Guard	Federal Transfer
Sacramento County Office of Education	6	<1%	Vocational Training ²	Public Benefit
Sacramento County	64	1%		Economic Development
Subtotal	2,908			
Main Base and Campus Area				
Sacramento Housing and Redevelopment Authority	39	<1%	Transitional Housing	Public Benefit
Rancho Cordova Parks and Recreation	35	<1%	Park	Public Benefit
Department of Veterans Affairs	22	<1%	Outpatient Clinic and Hospital ²	Federal Transfer
US Air Force	28	<1%	Hospital	Retained by USAF
Sacramento County Office of Education	9	<1%	Vocational Training ²	Public Benefit
Sacramento County Office of Education	2	<1%	Vocational Training	Public Benefit
Spectrum Christian Center	2	<1%	Chapel	Public Sale
Mather Federal Credit Union	1	<1%	Credit Union	Negotiated Sale
Sacramento County	89	2%		Economic Development
Subtotal	227			
South Base Area				
Sacramento County Parks Department	1,485	26%	Regional Park	Public Benefit
Sacramento Housing and Redevelopment Authority	320	6%	Housing	Negotiated/Public Sale
Sacramento County Parks Department	174	3%	Golf Course	Negotiated Sale
Folsom-Cordova Unified School District	46	1%	Schools	Public Benefit
River City Metropolitan Church	16	<1%	Church	Public Sale
Sacramento County	532	9%		Economic Development
Subtotal	2,573			
Utilities				
Sacramento County	6	<1%	Water Supply System	Public Benefit
Gutierrez Group	1	<1%	Phone System	Public Sale
Sacramento Municipal Utilities District	1	<1%	Electrical System	Public Sale
Subtotal	8			
Total	5,716	100%		

Notes:

¹Based on the Revised Supplemental Record of Decision, September 1995. Acreages are subject to revision.

²Denotes property that will revert to an Economic Development Conveyance to the County if performance requirements (i.e., purchase property, construction funding) are not approved by September 30, 1997.

and quality of life of the adjacent community. The marketing of Mather's significant real estate should be aimed at users that will complement and reinforce the Highway 50 Corridor as an employment center. New activities at Mather should be compatible and complementary with adjacent residential and commercial areas of Rancho Cordova. The opening up of Mather Field also provides a major opportunity to provide recreational, educational and cultural amenities that will contribute to the Rancho Cordova community.

General Plan policies LU-18, LU-19 and LU-28 call for new development to be compatible with surrounding development and methods of buffering that retain community character, do not consume large land areas or create pedestrian barriers. The land uses at Mather Field have been planned to buffer incompatible urban land uses as described in these policies. The airfield at Mather does require buffering; however, the Specific Plan has identified a circulation pattern that accommodates protection of the airfield and greatly enhances circulation in the region and opens up the former Air Force Base to the surrounding community.

PRINCIPLE 3. Ensure that new activities reinforce the primary role of Mather as an air transportation hub and business center.

As air transportation becomes increasingly significant as a means of shipping high value goods, cities and regions throughout the country are planning major airport industrial complexes aimed at attracting businesses that rely on convenient airport access. North Carolina's Global TransPark and the 7,500-acre Alliance Airport in Fort Worth are two examples of this emerging trend. Mather Field is well positioned to provide Northern California and the Sacramento region with a major airport industrial park

that could compete on a regional, national and global level. In establishing itself as a premiere facility, it will be important for Mather to create a cohesive and distinctive identity; it should be perceived not as a complex of former military buildings, but as a vital business and aviation center of the twenty-first century. Equally important in securing the competitive position of Mather Field will be to limit the encroachment of incompatible land uses, including residential development, that could limit the growth and activity of the airport facility.

PRINCIPLE 4. Protect and enhance the unique natural resources of Mather Field.

The southern half of Mather Field is a grasslands setting that has been largely undisturbed by military use and urban development. The area has a significant distribution of vernal pools along Morrison Creek and its tributary drainages. The protection and restoration of these environmental features is important to the ecology of the region as well as to the identity and amenity of the place. In pursuing the significant economic development opportunities at Mather, the protection of these natural resources should be a primary consideration. Consistent with the policies found in the Conservation Element of the General Plan, a strategy for the protection, conservation and utilization of natural resources within the planning area should be developed.

PRINCIPLE 5. Allow for the extraction of aggregate resources in a manner that is consistent with environmental regulations and development objectives.

As an area that has been undisturbed by urbanization, the southern portion of Mather Field provides rich deposits of construction-grade aggregate. The mining of this aggregate could be pursued to the extent that this activity will

contribute to the economic development of Mather and does not conflict with other development objectives, including reuse of housing and schools in the South Base and the protection of other natural resources, including wetlands and vernal pools. Extraction of mineral resources would be completed in a manner consistent with all applicable environmental regulations.

PRINCIPLE 6. Provide a wide range of recreational opportunities that can serve the adjacent community and the region.

The opening up of this significant land resource has provided a once-in-a-lifetime opportunity to create a major regional recreational park that will further reinforce Sacramento's unique quality of life and its attractiveness as a center of business well into the twenty-first century. Like Golden Gate Park in San Francisco or Bidwell Park in Chico, which were developed at the nineteenth century urban fringe, a major park at Mather Field will become a regional resource of tremendous value and help to structure and define the urban environment. Organized sports as well as passive recreational facilities should be introduced to complement the existing golf course facility and the natural grassland and wetland environment. Commercial recreational uses are also set forth in the plan to reinforce Mather as an attractive visitor destination for the region.

PRINCIPLE 7. Utilize existing facilities at the Main Base for educational, training and human service purposes that will be complementary to the role of Mather Field as a business and aviation center.

The Main Base contains more than 800,000 square feet of existing administrative, dormitory, classroom, and specialized health and educational facilities that are well

suited for ongoing use. The reuse of these facilities should be strategically programmed to promote the role of Mather Field in general, and the Main Base in particular, as a high quality educational and business environment. All of these facilities have been publicly conveyed; approximately 300,000 square feet of dormitory, classroom and child care facilities have been conveyed through the McKinney Act for transitional housing and training facilities (the Mather Community Campus). The County has received approximately one-half of the Main Base, 89 acres, as part of an economic development conveyance, which would allow for private reuse and reinvestment opportunities. The Rancho Cordova Parks and Recreation District has received the existing 25,000 square foot Sports Complex and adjacent 30-acre park facility. The Air Force has retained the hospital facility for the continuation of medical services for active and retired military personnel; however, due to the closure of McClellan, this facility may be transferred to the Veterans Administration. Rather than an assemblage of disjointed uses, these health, educational and institutional facilities should be planned as a cohesive campus environment adjacent to the central core of the Main Base.

PRINCIPLE 8. Promote the reuse of existing single-family homes for affordable housing and the creation of an attractive residential neighborhood.

The 1,271 single-family homes south of the airfield provide a unique opportunity for the creation of an attractive and affordable residential community. The County, in conjunction with local development entities, plans to upgrade these homes, providing affordable housing opportunities for first-time home buyers or seniors. The residential neighborhood should be planned as an integral part of the surrounding regional park described above; the existing elementary schools should continue to provide an educational and recreational focus to the residential community;

Table 2
Land Utilization by Subarea and Land Use

Land Use	Airport District and Industrial District		Main Base and Campus Districts		South Base (Other Districts)		Total	
	Acres	S.F.	Acres	S.F.	Acres	S.F.	Acres	S.F.
Public/Quasi-Public	2,565	8,232,667	67	581,526	—	—	2,632	8,814,193
Industrial Intensive	99	774,418	—	—	—	—	99	774,418
Commercial and Office	10	80,587	163	2,339,858	4	39,204	177	2,459,649
Low-Density Residential	—	—	—	—	383	—	383	—
Recreation	98	—	28	46,000	2,193	1,894,896	2,319	1,940,896
Total	2,772	9,087,672	258	2,967,384	2,580	1,934,100	5,610	13,989,156

All acreages are net, and do not include roadways.

and additional retail amenities should be introduced to support both the neighborhood and adjacent employment areas.

PRINCIPLE 9. The reuse of Mather Field should incorporate components that reflect the site's historical significance to the Sacramento region as a military airfield.

Development, particularly of public areas, should incorporate some elements that recognize the military heritage of Mather Air Force Base. Examples might include appropriate design and art within the open space green (particularly at the entrance to Mather Field) and allowing for a military-related attraction, such as a military airplane of historic significance, within the regional park.

Land Use Plan

The Land Use Plan Map, shown in Figure 7, reflects the distribution of uses and activities proposed for the site. The land use designations set forth the permitted uses and intensities consistent with the County General Plan and are further refined by the land use policies, design

guidelines and development standards described in this plan. Table 2 provides a summary of the range and intensity of uses within each of the land use designations.

More specifically, the applicable General Plan land use designations are:

- **Public/Quasi-Public.** This designation establishes areas for public facilities, such as educational campuses, transportation terminals, or fire stations. A large proportion of Mather Field falls within this category, including the airfield, educational campus area and the commercial recreational parcel at the southeast corner of the site.
- **Industrial-Intensive.** This land use category provides for office and light industrial activities, such as industrially related offices, campus-style office parks, limited production, product assembly, storage, warehousing and distribution, research and development, industrial services, and limited sales and distribution of items manufactured onsite. This designation is applied to a portion of land along Douglas Road at

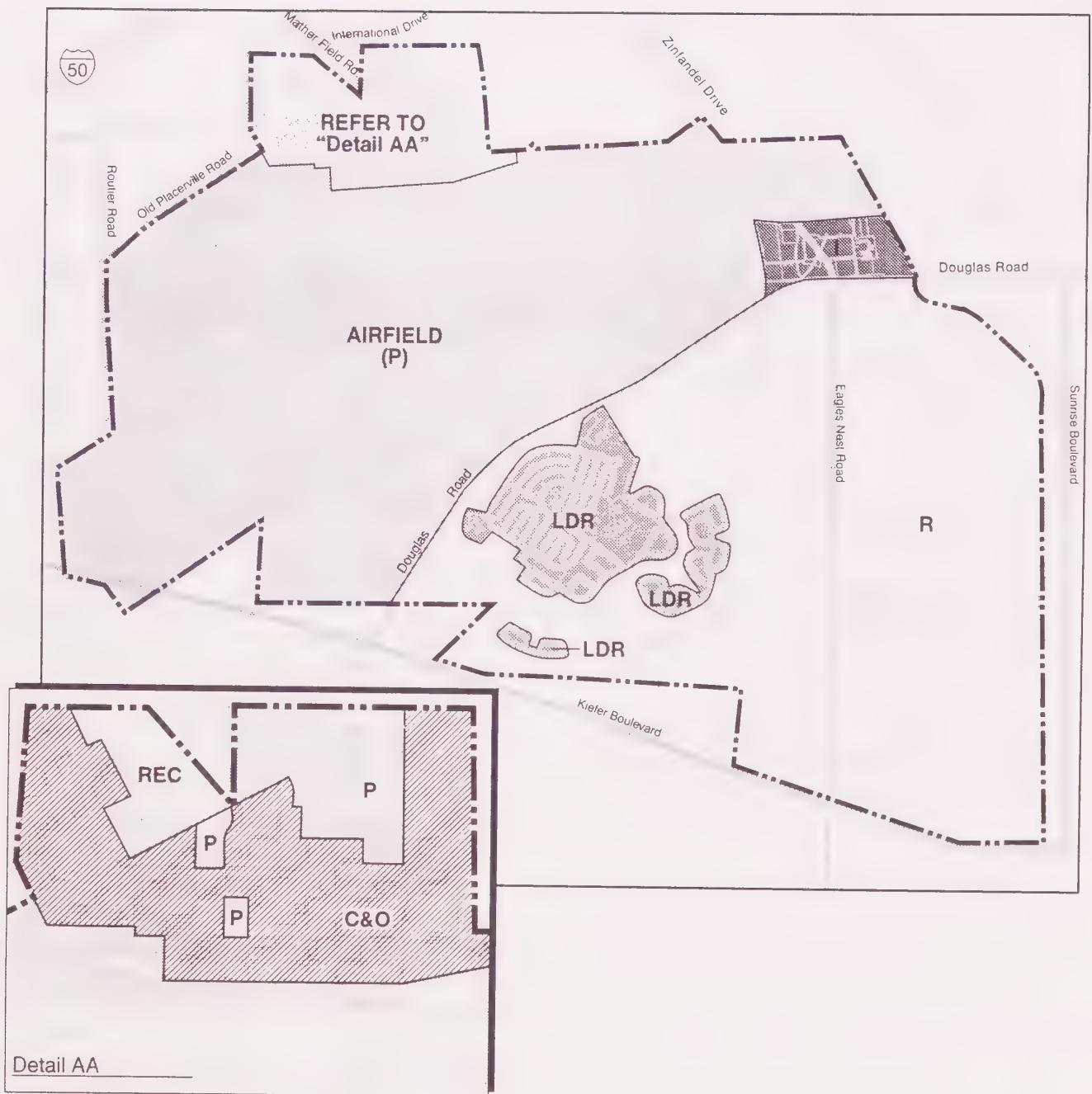


Figure 7

Land Use Plan

I	INDUSTRIAL-INTENSIVE	LDR	LOW DENSITY RESIDENTIAL
C&O	COMMERCIAL & OFFICES	R	RECREATION
P	PUBLIC / QUASI-PUBLIC		

the eastern entrance to the planning area and would provide for aviation-related industries associated with the airport as well as research and development uses. Allowable floor area ratios in this district range from 0.15 to 0.80.

- **Commercial and Office.** This designation provides for a full range of neighborhood, community and regional shopping uses as well as a variety of business and professional offices. Permitted uses include locally oriented retail, professional offices and regional commercial operations. This designation is primarily applied within the Main Base Area. Allowable floor area ratios range from 0.25 to 2.5.
- **Low-Density Residential.** This designation provides for areas of predominantly single-family housing with some attached housing units. Typical low-density housing ranges from 1 to 12 dwelling units per acre, which equates to approximately 2.5 to 30 persons per acre.¹ The existing housing within the South Base Area is designated Low-Density Residential. Within this area, there are approximately 320 acres of land which accommodate 1,271 housing units, equating to existing gross residential densities of 4 units per acre.
- **Recreation.** This land use designation provides areas for active public recreational uses, including community parks, county parks and activity areas within the American River Parkway. At Mather, this designation is applied to the regional park, the 35-acre park at the main entry to the property, and the

commercial recreational parcel at the southeastern corner of the site.

The variety of land uses identified through the Land Use Plan addresses requirements of several General Plan policies. General Plan LU-11 requires that a balance of employment, neighborhood services and different housing types be provided. General Plan HE-3 promotes the development of various types of housing opportunities. The Specific Plan identifies locations for commercial, industrial, residential, recreational, open space and public/institutional uses. With regard to residential uses, the likely expansion of housing beyond the existing single-family and transitional housing areas is limited because of land use constraints posed by the regional park and the airport. However, these housing areas provide a unique residential opportunity targeted toward lower income populations.

General Plan Policy LU-33 requires that the County provide an adequate industrial land supply. The Mather Specific Plan identifies significant amounts of land for industrial development associated with the airport. In addition, portions of the Campus and the Main Base Districts allow industrial office park uses along with other commercial and office development.

Parcelization Plan and Development Program

The parcelization plan, shown in Figure 8, depicts areas available for reuse at Mather. The illustrative development program for the site, summarized in Table 3, describes the development potential of the site assuming full buildout under assumed densities. It is important to note that the

¹ County of Sacramento General Plan, 1993, Land Use Element, page 5.



Legend

- Parcels Available for Disposition for Private Use
- Parcels Committed to Public / Government Use

Figure 8
Parcelization Plan
 (for planning purposes only)
MATHER SPECIFIC PLAN
 Prepared by ROMA Design Group • May 1997



Table 3
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
Airport and Industrial Districts							
A0	Runways and Aprons	P/QP	County Airports	1,284.0	—	N/A	—
A1	Motor Vocation Training Pool	P/QP	Co. Office of Ed.	7.1	—	ETR	11,300
A2(a)	Calif. Dept. of Forestry Lease	P/QP	County Airports	1.8	—	ETR	12,263
A2(b)	Calif. Dept. of Forestry Lease	P/QP	County Airports	9.4	—	ETR	64,038
A3	Vacant Office	P/QP	County Airports	3.5	—	ETR	41,100
A4	Fire Station	P/QP	County Airports	4.8	—	ETR	21,200
A5	U.S. Forest Services Offices (portion)	P/QP	County Airports	8.3	—	ETR	31,200
A6	Fuel Farm	P/QP	County Airports	13.4	—	N/A	—
A7	Wash Rack	P/QP	County Airports	4.9	—	0.20	42,689
A8(a)	Air Terminal (parking lot)	P/QP	County Airports	1.0	—	N/A	—
A8(b)	Air Terminal	P/QP	County Airports	1.9	—	0.25	20,691
A9	Runway and Aprons	P/QP	County Airports	67.6	—	N/A	—
A10	Airport Control Tower	P/QP	County Airports	18.0	—	N/A	—
A11	To Be Determined	P/QP	County Airports	183.3	—	N/A	—
A12	Army National Guard	P/QP	Army Nat'l Guard	31.1	—	ETR	64,000
A13	Vacant Parcel	P/QP	County Airports	65.9	49.4	0.35	753,534
A14	Vacant Parcel	P/QP	County Airports	13.3	10.0	0.35	152,079
A15	Vacant Parcel	P/QP	County Airports	27.5	20.6	0.35	314,449
A16	Hangars	P/QP	County Airports	12.9	—	ETR	54,450
A17	Vacant Parcel	P/QP	County Airports	3.4	—	0.25	37,026
A18	Vacant Parcel	P/QP	County Airports	7.4	—	0.25	80,586
A19	Vacant Parcel	P/QP	County Airports	4.0	—	0.25	43,560
A20	Existing Warehouse	P/QP	County Airports	2.5	—	ETR	50,900
A21	Aircraft Maintenance	P/QP	County Airports	9.6	—	0.25	104,544
A22	Vacant Parcel	P/QP	County Airports	8.8	—	0.25	95,832
A23	Airborne Lease	P/QP	County Airports	3.2	—	0.25	34,848
A24	Aircraft Maint., Vacant	P/QP	County Airports	7.0	—	0.25	76,230
A25	Aircraft Maint., Vacant	P/QP	County Airports	28.4	—	N/A	—
A26	Aircraft Maint., Vacant	P/QP	County Airports	6.2	—	0.20	54,014
A27	Aircraft Maint., Vacant	P/QP	County Airports	14.9	—	0.20	129,809
A28	Vacant Parcel	P/QP	County Airports	8.5	—	0.25	92,565
A30	Existing Warehouse	P/QP	County Airports	13.7	—	ETR	23,140
A31	Existing Warehouse	P/QP	County Airports	7.2	—	0.25	78,408

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
A32	Vacant Parcel	P/QP	County Airports	3.0	—	0.25	32,670
A33	Vacant Parcel	P/QP	County Airports	5.5	—	0.25	59,895
A34	Vacant Parcel	P/QP	County Airports	1.9	—	0.25	20,691
A35	Vacant Parcel	P/QP	County Airports	1.3	—	0.25	14,157
A36	Vacant Parcel	P/QP	County Airports	2.7	1.4	0.25	14,702
A37	Vacant Parcel	P/QP	County Airports	1.0	—	N/A	—
A38	Vacant Parcel	P/QP	County Airports	2.7	1.4	0.25	14,702
A39(a)	Vacant Parcel	P/QP	County Airports	1.2	—	0.25	13,068
A39(b)	Vacant Parcel	P/QP	County Airports	3.5	—	0.25	38,115
A40	Existing Hangar	P/QP	County Airports	6.6	—	ETR	97,413
A41	Gen. Aviation Structures	P/QP	County Airports	3.1	—	0.20	27,007
A42(a)	Gen. Aviation, Vacant	P/QP	County Airports	2.6	—	0.25	28,314
A42(b)	Gen. Aviation Structures	P/QP	County Airports	2.8	—	0.20	24,394
A43(a)	Gen. Aviation, Vacant	P/QP	County Airports	1.3	—	0.25	14,157
A43(b)	Gen. Aviation, Vacant	P/QP	County Airports	2.3	—	0.20	20,038
A44(a)	Gen. Aviation, Vacant	P/QP	County Airports	1.3	—	0.25	14,157
A44(b)	TRAJEN	P/QP	County Airports	2.3	—	0.20	20,038
A45	Gen. Aviation, Vacant	P/QP	County Airports	3.8	—	0.25	41,382
A46	Gen. Aviation, Vacant	P/QP	County Airports	4.2	—	ETR	50,400
A47	Gen. Aviation, Vacant	P/QP	County Airports	15.5	—	0.20	135,036
A48	Vacant Parcel	P/QP	County Airports	66.1	—	N/A	—
A49	Vacant Parcel, to be TRACON	Ind.	FAA	29.5	—	N/A	100,000
A50	Vacant Parcel	Ind.	County/SHRA via EDC	19.6	—	0.25	213,444
A51	Vacant Parcel	Ind.	County/SHRA via EDC	49.8	42.3	0.25	460,974
A52	Vacant Parcel	P/QP	County Airports	127.4	108.3	0.25	1,179,278
A54	Vacant Parcel	P/QP	County Airports	125.0	106.3	0.25	1,157,063
A55	Vacant Parcel	P/QP	County Airports	143.6	122.1	0.25	1,329,233
A56	Vacant Parcel	P/QP	County Airports	160.2	136.2	0.25	1,482,891
A57	Open Space	Rec.	County Airports	97.7	—	N/A	—
Subtotal Airport and Industrial Districts				2,772.0			9,087,674

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
Main Base and Campus Districts							
B1	Enlisted Men's Quarters	C&O	County/SHRA via EDC	27.3	—	0.35	416,216
B2(a)	Cordova Community Park	Rec.	Cordova P&R	26.0	—	ETR	25,000
B2(b)	Cordova Community Park	Rec.	Cordova P&R	2.4	—	N/A	—
B3	Hospital	P/QP	Air Force	26.0	—	0.35	396,396
B4(a)	Transitional Housing, Families	P/QP	SHRA	6.4	—	ETR	—
B4(b)	Transitional Housing, Singles and Dining	P/QP	SHRA	17.8	—	ETR	—
B4(c)	Transitional Housing, Classrooms	P/QP	SHRA	3.1	—	ETR	33,759
B4(d)	Transitional Housing, Classrooms	P/QP	SHRA	12.6	—	ETR	137,214
B4(e)	Child Care Center	P/QP	Co. Office of Ed.	1.3	—	0.25	14,157
B5(a)	Vacant Parcel	C&O	County/SHRA via EDC	17.3	—	0.35	263,756
B5(b)	Vacant Parcel	C&O	County/SHRA via EDC	3.6	—	0.35	54,886
B6	Flight Sim./Classrooms	C&O	County/SHRA via EDC	7.2	—	0.35	109,771
B7	Office/Classrooms	C&O	County/SHRA via EDC	4.7	—	0.35	71,656
B8	Officers' Club/Mess	C&O	County/SHRA via EDC	2.8	—	0.35	42,689
B9	Vacant Parcel	C&O	County/SHRA via EDC	1.5	—	0.35	22,869
B10	Vacant Parcel	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B11	Office/Classrooms	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B12	Classrooms/Museum	C&O	County/SHRA via EDC	6.6	—	ETR	90,200
B15	Museum	C&O	County/SHRA via EDC	3.8	—	0.35	57,935
B17	Water Tower	C&O	County/SHRA via EDC	1.5	—	N/A	—
B18	County Office of Ed.	C&O	Co. Office of Ed.	2.4	—	0.35	36,590
B19	Marketing Office	Rec.	County/SHRA via EDC	2.3	—	ETR	10,000
B20	Open Space	Rec.	County/SHRA via EDC	1.8	—	N/A	—
B21	Chapel	Rec.	Private (SCC)	2.4	—	ETR	11,000
B22	Open Space	Rec.	County/SHRA via EDC	1.3	—	N/A	—
B23	Commissary Site	C&O	County/SHRA via EDC	14.9	—	0.35	227,165
B24	Theater	C&O	County/SHRA via EDC	2.4	—	0.35	36,590
B25	Vacant Parcel	C&O	County/SHRA via EDC	18.0	—	0.35	274,428
B26	Vacant Parcel	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B27	Vacant Parcel	C&O	County/SHRA via EDC	5.3	—	0.35	80,804

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
B30	County Office of Ed.	C&O	Co. Office of Ed.	2.4	—	0.35	36,590
B31	Vacant Parcel	C&O	County/SHRA via EDC	2.1	—	0.35	32,017
B32	Vacant Parcel	C&O	County/SHRA via EDC	2.8	—	0.35	42,689
B33	Vacant Parcel	C&O	County/SHRA via EDC	3.4	—	0.35	51,836
B34	Vacant Parcel	C&O	County/SHRA via EDC	1.9	—	0.35	28,967
B35	Vacant Parcel	C&O	County/SHRA via EDC	3.2	—	0.35	48,787
B36	Vacant Parcel	C&O	County/SHRA via EDC	2.2	—	0.35	33,541
B37	Mather Credit Union	C&O	MFCU	1.2	—	ETR	9,980
B38	Base Exchange Site	C&O	County/SHRA via EDC	10.0	—	ETR	55,000
B40	County of Sacramento, Office Use	C&O	County/SHRA via EDC	0.6	—	0.35	9,148
B41	Vacant Parcel	C&O	County/SHRA via EDC	4.8	4.8	0.35	73,180
Subtotal Main Base and Campus Districts				266.0			2,967,455
Other Districts (South Base Area)							
C1	Golf Course	Rec.	County Parks and Rec.	162.7	—	N/A	—
C2	Regional Park	Rec.	County Parks and Rec.	637.3	—	see note	925,000
C3	Regional Park	Rec.	County Parks and Rec.	868.7	—	N/A	—
C4	Mather Heights School	LDR	FCUSD	12.4	—	ETR	—
C5	Kitty Hawk School	LDR	FCUSD	11.7	—	ETR	—
C6	Shoppette	C&O	County/SHRA via EDC	0.9	—	0.25	9,801
C7	Church	LDR	Private	15.5	—	ETR	—
C8	Storage	C&O	County/SHRA via EDC	2.7	—	0.25	29,403
C9	Residential	LDR	SHRA/Lewis/Elliott	243.2	—	ETR	989 du's.
C10	Residential	LDR	SHRA/Lewis/Elliott	77.4	—	ETR	225 du's.
C11	Residential	LDR	SHRA/Lewis/Elliott	22.3	—	ETR	67 du's.
C12	Commercial/Rec. Area	Rec.	County/SHRA via EDC	523.9	445.3	0.05	969,896
Subtotal Other Districts (South Base)				2,578.7			1,934,100 1,281 du's.
Total				5,616.7			13,989,229

Table 3 (continued)
Illustrative Land Use Program by Parcel

Notes:

This table represents an estimate of development potential for planning purposes only. Actual buildout of the site will likely vary from this projection.

Parcel denotes parcel number as designated in Figure 8.

Land Use denotes General Plan Land Use category as depicted in Figure 7. The categories are as follows: Public/Quasi-Public (P/QP); Recreation (Rec.); Industrial Intensive (Ind.); Commercial and Offices (C&O); and Low-Density Residential (LDR).

Disposition of Land indicates the entity that received the property based on the Revised Supplemental Record of Decision issued by the Department of the Air Force dated September 1995. These decisions may be revised in the future.

Acres denotes total parcel acres. Acres are based on the County's GIS system mapping and are subject to change.

Parcel Reuse Acres denotes estimated acres of a parcel available for reuse or new development, after considering (1) existing conditions of the parcel and the user; and (2) any existing development to remain on the parcel.

FAR or Floor Area Ratio is calculated as the ratio of the gross building area to the site acreage.

ETR denotes existing buildings expected to remain and be reused.

Parcel Development Potential is the product of Reuse Acres (in square feet) and FAR or square footage of existing buildings to remain.

The *Mather Park Regional Plan* calls for 925,000 square feet of office uses on Parcel C3.

actual buildout of the site will likely vary from this projection, as new users enter into the process and existing users change or drop out. As envisioned, the full buildout of the site would allow for approximately 11 million square feet of commercial, office and institutional uses, as well as 1,271 residential dwelling units (excluding the transi-

tional housing). The Parcelization Plan (Figure 8) has been developed for conceptual planning purposes as a means of accounting for the land, existing buildings, and estimating development potential. It does not represent a proposal for subdividing the land.

Airport Area



Introduction

The Airport Area consists of 2,900 acres including and surrounding the airfield, providing development opportunities for aviation, industrial and distribution uses. As shown in Figure 6, the majority of this area has been transferred to Sacramento County through a Public Benefit Conveyance (PBC) for use as a civilian cargo and general aviation airport and industrial aviation center. A 10-acre site within the airport has been conveyed to the Sacramento County Office of Education for its vehicle maintenance facility and a vocational training center. Thirty-one acres on the northern edge of the airfield have been transferred to the Department of the Army for use by the California Army National Guard. Thirty-two acres at the eastern edge of the site on the northern edge of

Douglas Road have been conveyed to the Federal Aviation Administration (FAA) for use as the Northern California Terminal Radar Approach Control Facility (TRACON). Approximately 64 acres surrounding the FAA site have been conveyed to the County as part of an Economic Development Conveyance (EDC).

Land Use Policies

The primary objective for the Airport Area is to reuse the airfields and related facilities to create an airport business complex oriented to air cargo, aircraft maintenance general aviation and support uses. The airfield and the related apron, hangar and shop buildings represent a tremendous resource that can provide the basis for a new business complex oriented to aviation uses. These facilities, particularly the airfield, would be very costly to build new. There are also opportunities to build new facilities to suit new users in the area south of the runways.

POLICY M-LU-1: Encourage the concentration of air cargo operations immediately adjacent to the large apron on the southern edge of the aviation support area.

Land around the 40-acre reinforced concrete apron along the southern edge of the aviation support area should be reserved primarily for air cargo operations. Related facilities for integrated parcel carriers, freight forwarders, and other air cargo operations should be located adjacent to the apron (e.g., Parcels A-13, A-22, A-23). This location provides the most capacity for growth, direct access to the Highway 50/Bradshaw interchange via Old Placerville and Neely Roads, and unobstructed apron areas with direct runway access. Airborne Express is currently planning its facility within this area (Parcel A-23).

POLICY M-LU-2: Allow the establishment of sites for a major aircraft maintenance complex east of Neely Road, in the vicinity of the existing hangar facilities.

Several major parcels (A-24, A-25, A-26, A-27) exceeding 120 acres have been identified for the future construction of modern aircraft maintenance facilities. These parcels enjoy direct apron and runway adjacency, convenient vehicular access to Highway 50, and could utilize the two major hangar facilities that exist within the area.

POLICY M-LU-3: Promote the use of the existing “nose” hangars for aircraft maintenance and aviation uses.

The existing nose hangars in the area east of Neely Road provide more than 130,000 square feet of space and are suitable for the maintenance and manufacturing of small to intermediate-sized aircraft. The California Department of Forestry already utilizes two of these buildings (Parcel A-2) for the maintenance and repair of its aircraft; other governmental and civilian aviation users should be sought to expand and consolidate aircraft maintenance as a viable activity at Mather.

POLICY M-LU-4: Utilize existing shop, warehousing and office facilities at the heart of the aviation support area to support aviation uses.

The aviation support area around Neely Road includes numerous buildings that offer potential reuse opportunities for administrative, storage and service support functions for airport operations. To the extent feasible, these buildings should be preserved for interim or ongoing use, and as a means of attracting new users to the area. Current users identified for the area include: the County Office of Education Motor Vocation Training Pool (Parcel

A-1), the Office of Emergency Services (Parcel A-3), and the Airport Fire Station (Parcel A-4).

POLICY M-LU-5: Create new development parcels along the south side of Old Placerville Road, and along the southern extension of Routier Road.

The northwestern portion of the Airport Area offers attractive opportunities for the creation of large development parcels with direct access to Old Placerville and Routier Roads. The configuration of roadways and the realignment of the West Ditch (if economically feasible) should be undertaken to maximize the development potential of these parcels. As indicated in the Parcelization Plan (Figure 8), this area, including Parcels A-13, A-14 and A-15, could provide in excess of 120 acres suitable for major industrial and distribution uses desiring convenient airport and freeway access.

POLICY M-LU-6: Consolidate fuel farm activities between Neely Road and the West Gate.

The existing fuel farm is an important resource for airport operations, and should be preserved and consolidated at its present location. Landscaping along Mather Field Road, Neely Road and the West Gate entrance should be enhanced to screen views to the fuel facility, and to ensure that a cohesive image and identity is created along these important connectors.

POLICY M-LU-7: Concentrate general aviation uses immediately south of the Main Base, along the perimeter of the main apron.

Many general aviation businesses have expressed a strong interest in relocating to Mather. These users include

aviation sales and services, aerial photography and surveying companies, flight training schools, etc. The plan provides that these businesses be situated along the southern edge of the Main Base between the apron and Vigilant Avenue, with aviation sales and "T" hangars located immediately east of the Army National Guard enclave. Administrative and general aviation office uses should be concentrated between Skytrain and Vigilant Avenues to ensure a compatible relationship with the commercial, research and development, and institutional uses of the Main Base.

POLICY M-LU-8: Locate an airport terminal and fixed base operator (FBO) facility at the visual terminus of the Whitehead/Von Karman corridor.

A single FBO has been selected to operate and provide services to the general aviation airport. The terminal building is envisioned as both the headquarters for the FBO as well as an important landmark, visible from the main entry to Mather Field along the Von Karman and Whitehead corridor. The design of this facility is currently underway, with construction slated to begin in 1996.

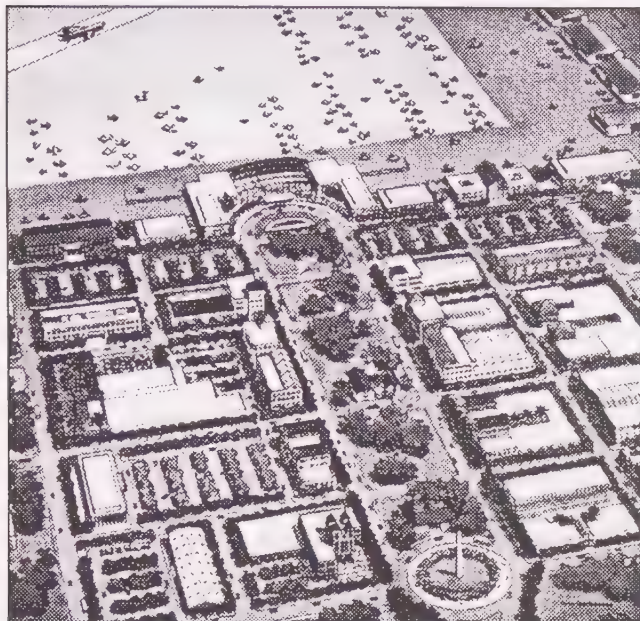
POLICY M-LU-9: Maximize opportunities for major public and private sector aviation and industrial uses along the southern edge of the airfield.

In order to implement the vision of a major airport employment center that will be attractive to large industrial and distribution users, significant development parcels with immediate runway access will need to be set aside. To this end, approximately 700 acres of land immediately south of the airfield have been identified for large public and private sector industrial and distribution uses. This area includes the former Sac Alert facility (Parcel A-9), the existing air traffic control tower, and approximately 63 acres of land north of Douglas and east of the existing Mather Field Road conveyed to the County as a part of the Economic Development Conveyance. These large parcels can be marketed to large single users, and can be subdivided to meet market needs and opportunities.

POLICY M-LU-10: Preserve, protect and utilize the natural resources within the Airport Area.

Within the Airport Area, there is a significant distribution of vernal pools along Morrison Creek and its tributary drainages. This area represents a grasslands setting that has been relatively undisturbed by military use and is of unique ecological value. In addition, the southern portions of the Airport Area contain valued deposits of construction-grade aggregate. The development of the Airport Area should allow for the preservation and protection of the vernal pools and natural habitat in a way that extends and enhances the regional park concept. Land use policies should also allow for the extraction of aggregate resources in this area.

The Main Base Area



Introduction

The Main Base Area is located north of the airport and includes a gridiron of streets that creates a village-like environment. Many buildings remain within the area, offering attractive reuse opportunities for commercial, educational and institutional activities. As shown in Figure 6, the land within this area has been conveyed to a number of users:

- a) The 28-acre Mather Medical Center (Parcel B-3) has been maintained by the Air Force and is operated by McClellan AFB. This facility may be transferred to the Veterans Administration due to the closure of McClellan.
- b) Approximately 40 acres of land (Parcel B-4) with dormitory and classroom facilities have been transferred to SHRA under McKinney Act legislation for use by various providers offering transitional housing and training programs. This area includes two acres of land transferred to Sacramento County as a Public Benefit Conveyance for a child care facility.
- c) An area of approximately 22 acres (Parcel B-5) has been transferred to the Veterans Administration for the development of an outpatient clinic and convalescent hospital. With the announcement that McClellan Air Force Base will close in the next five years, the Department of Veterans Affairs has made application for federal transfer of the Mather/McClellan facility. In the event that the VA utilizes the existing hospital, this land would be conveyed to the County as part of its Economic Development Conveyance. The conveyance to the VA includes a sunset clause which provides that if the Veterans Administration fails to obtain construction funding by September 30, 1997, the property will be conveyed to the County as a part of its Economic Development Conveyance.
- d) The Rancho Cordova Parks and Recreation Department has received approximately 30 acres, including the existing track, playfield and gymnasium (Parcel B-2) for use as a public park.
- e) The County Office of Education has received nine acres (Parcels B-18 and B-30) within the Main Base for use as an administrative facility.
- f) Two facilities, the existing chapel within the central open space (Parcel B-21) and the Mather Credit Union (Parcel B-37), were sold through a public sale and are currently in use.

- g) The remainder of the Main Base, approximately 89 acres, has been conveyed to the County of Sacramento as a part of its Economic Development Conveyance.

Land Use Policies

The land use objective for the Main Base is to establish this area as the “hub” of commercial activity at Mather Field. The area will be maintained as the major activity center of Mather Field, and will be developed as a center of business, education, culture and recreation that will support the planned aviation uses and, at the same time, complement the adjacent Rancho Cordova community. General Plan policy AQ-23 promotes mixed-use developments to reduce the length and frequency of vehicle trips. This policy is addressed by the provision of several mixed-use zoning categories, including the Main Base and Campus Districts.

POLICY M-LU-11: Preserve, enhance and intensify the pedestrian-oriented core of the Main Base as the major commercial and activity center of Mather Field.

The core of the Main Base, generally defined by De-Bellevue Street on the west, Lower Placerville Road on the north, Vigilant Avenue on the south and Black Swallow Street on the east, should be preserved and intensified as the major commercial and activity center of Mather Field. Within this area, the existing retail complex comprised of the Base Exchange and Credit Union (Parcels B-37 and B-38) should be reused and intensified for commercial retail use. Within the existing block pattern, new public and private sector buildings should be configured in a manner that promotes an interesting and vital pedestrian environment, as well as an attractive mixed-use destination. Buildings should be intensified from the

existing one and two-story structures to a pattern of three to five-story buildings. Surface parking should be located away from the core of the Main Base, and provided within shared lots.

POLICY M-LU-12: Preserve the fine-scaled pattern of streets within the core, and enhance the open space spine between Whitehead and Von Karman Streets as a major visual entry to Mather Field.

The character and identity of the Main Base depends to a great extent upon the fine-scaled grid pattern of landscaped streets within the area. Within the core, the existing grid pattern should be retained, to the greatest extent possible, to promote a friendly pedestrian and village-like environment. The need for major east-west and north-south arterial streets through the Main Base should be accommodated within the existing rights-of-way, by means of one-way couplets along Mather Boulevard and Norden Avenue and Von Karman and Whitehead Streets. Between Von Karman and Whitehead Streets, a continuous green should be created (interrupted only by public buildings or facilities like the chapel) to provide a distinctive entry to Mather Field, an attractive amenity at the heart of the commercial core, and a visual axis leading to the airport terminal building. Improvements to these key roadways and the central open space are currently in design, to be completed as part of an Economic Development Administration (EDA) grant from the federal government, and will greatly improve the image and appearance of the Main Base.

General Plan LU-33 discourages the establishment and buildout of linear, strip pattern commercial centers, while LU-34 discourages the creation of excessive amounts of retail shopping facilities. The Mather Specific Plan is consistent with these policies and allows retail uses in the Main

Base District, the commercial/office portion of the Main Base, and in two small limited commercial sites adjacent to the single-family residential area. New commercial uses in the Main Base Area would be oriented to the sidewalk in keeping with the overall pedestrian orientation of the district, and possibly as ground floor retail developed in conjunction with larger mixed-use office buildings. In the commercial/office portion of the Main Base, both retail commercial and office uses are allowed on larger parcels.

POLICY M-LU-13: Consolidate the public and institutional uses of the Main Base within an attractive and cohesive campus environment.

A wide range of educational, recreational and institutional uses are being established around the commercial core of the Main Base, including: the McKinney Act transitional housing facility, the park and sports complex operated by the Rancho Cordova Parks and Recreation Department, McClellan Hospital, and the planned VA outpatient facility. As these uses develop, it is important that they be planned and designed to have a strong relationship with one another, and to be perceived as an integrated and cohesive campus environment. The activities within this campus should be carefully programmed to provide maximum support and activity to the commercial core. Educational and training facilities that provide an onsite resident population are particularly desirable from both an economic and activity standpoint.

POLICY M-LU-14: Provide larger contiguous development parcels adjacent to the commercial core for the creation of a research and development campus.

Within the Main Base Area, larger private development parcels should also be created for light industrial activities compatible with adjacent commercial and institutional uses. Of particular interest in this area is the creation of a research and development campus that could support businesses and institutions specializing in environmental remediation research and/or the conversion of military and defense technology to industrial purposes. Land immediately west of the sports complex (Parcels B-1 and B-23) would be particularly attractive for such a use, as it encompasses a large contiguous land area in an attractive setting adjacent to the park and existing buildings that could provide excellent reuse opportunities for a wide range of activities, including the creation of a conference/meeting facility that would be an integral part of the research and development campus.

General Plan policy LU-14 requires that new development located within one-half mile of a transit stop on a transportation corridor conform to specific density requirements, while AQ-24 calls for increasing intensity along existing and proposed transit corridors. While there are currently no transit corridors serving Mather Field, RT's Master Plan identifies a future bus corridor serving Mather Field along Mather Boulevard. Consistent with General Plan policy LU-14, the Main Base District increases development intensities as called for in the General Plan through reduced building setbacks, reduced onsite parking requirements, and allowing for taller buildings. Due to the unique characteristics of certain land uses at Mather, it may be infeasible to increase intensities in portions of Mather Field, for example, in the areas around the airfield and environs and in the regional park.

The South Base Area



Introduction

With the exception of the existing single-family enclave, the southern portion of Mather Field has been largely undeveloped. As discussed, much of it is undisturbed California grasslands with some vernal pools, wetlands and natural habitat. The area also includes Mather Lake and the adjacent golf course facility south of Douglas Road. As shown in Figure 6, the land has been conveyed in the following manner:

- a) Approximately 1,485 acres of open space have been conveyed to Sacramento County for the creation of a regional park.
- b) The 174-acre golf course has been sold to the County under a negotiated sale.
- c) The 320-acre residential enclave will be conveyed to SHRA through a negotiated sale; SHRA will work with private housing developers to rehabilitate the homes for sale to low-income families.

- d) Approximately 46 acres of land containing Kitty Hawk and Mather Heights Elementary Schools have been transferred to the Folsom Cordova Unified School District for continued use as school facilities.
- e) A major parcel of approximately 523 acres in the southeastern corner of the planning area has been conveyed to the County as a part of its Economic Development Conveyance.
- f) A 16-acre church facility within the residential neighborhood has been sold to a private user through a negotiated sale, and an additional 8 acres, including the Shoppette and gas station sites and two small storage buildings adjacent to the residential neighborhood, have also been conveyed to the County through the EDC.

Land Use Policies

The southern portion of Mather is envisioned as a major regional park that contains an open space preserve, a major recreational and sports complex, a commercial recreational visitor destination, and the existing enclave of single-family homes.

POLICY M-LU-15: Protect and enhance natural resources to the extent possible, including vernal pools and wetlands west of Eagles Nest Road.

The southern portion of Mather Field west of Eagles Nest Road and south of Woodring Road includes a significant grassland area that has been undisturbed by urban development or military activity. The area also includes a concentration of vernal pools and wetlands and, as such, provides a unique natural and educational resource that

should be protected. The area is linked together by Morrison Creek and its tributaries, which should be preserved as a functioning drainage system and habitat. The introduction of a nature center, equestrian center, trails and public access ways in this area should be undertaken in a manner that maintains the viability of the natural resources and, at the same time, promotes recreational educational opportunities. North of Woodring, more active recreational uses are planned, including turf areas for active sports and a recreational complex. Development of the portion of the park adjacent to the existing housing area should be designed to complement the reuse of those homes.

POLICY M-LU-16: Concentrate active recreational uses east of Eagles Nest Road.

As illustrated in Figure 9, the Mather Regional Park Land Use Plan concentrates the more active recreational facilities primarily in the area east of Eagles Nest Road where there are fewer natural features of note. In this area, new recreational facilities can build on the scenic character and recreational attractions of Mather Lake and the adjacent golf course. A wildlife preserve is planned around two-thirds of the lake.

POLICY M-LU-17: Rehabilitate the existing single-family homes as a complement to the regional park.

The County plans to rehabilitate the 1,271 single-family homes to create a new affordable residential neighborhood that would be well integrated with the regional park. This neighborhood will provide affordable housing, and should be carefully managed to maintain and enhance its setting within the natural grasslands of the regional park. Rehabilitation of the homes should be completed with the

objective of providing a comfortable fit within the regional park; further intensification of development should be discouraged. The transition between the housing and park should be carefully considered. Open fencing (e.g., 3-foot block plus 3-foot wrought-iron fencing) is suggested to allow surveillance of the park and provide the residents views of the open grassland area.

POLICY M-LU-18: Introduce local-serving convenience retail uses to serve residents and employees.

As the residential and employment population south of the airport develops, there will be a need for convenience retail uses. These should be concentrated at the northern and southern edges of the residential neighborhood (Parcels C-6 and C-8), directly adjacent to the planned industrial and business park and to the existing Shoppette and gas station sites. Intensification of the storage site into a small retail complex of up to 50,000 square feet should be encouraged.

POLICY M-LU-19: Allow a major visitor destination or institutional use in the southeastern portion of Mather Field.

An attractive setting for the South Base would be a major commercial recreational visitor destination or a major institutional facility. Approximately 523 acres of land are available for new development south of the regional park. Key elements of this destination could include a resort and conference complex with associated golf course, a theme park and/or other commercial recreational attractions, an educational campus or correctional facility. Any uses of this site are subject to further review by the Board of Supervisors.

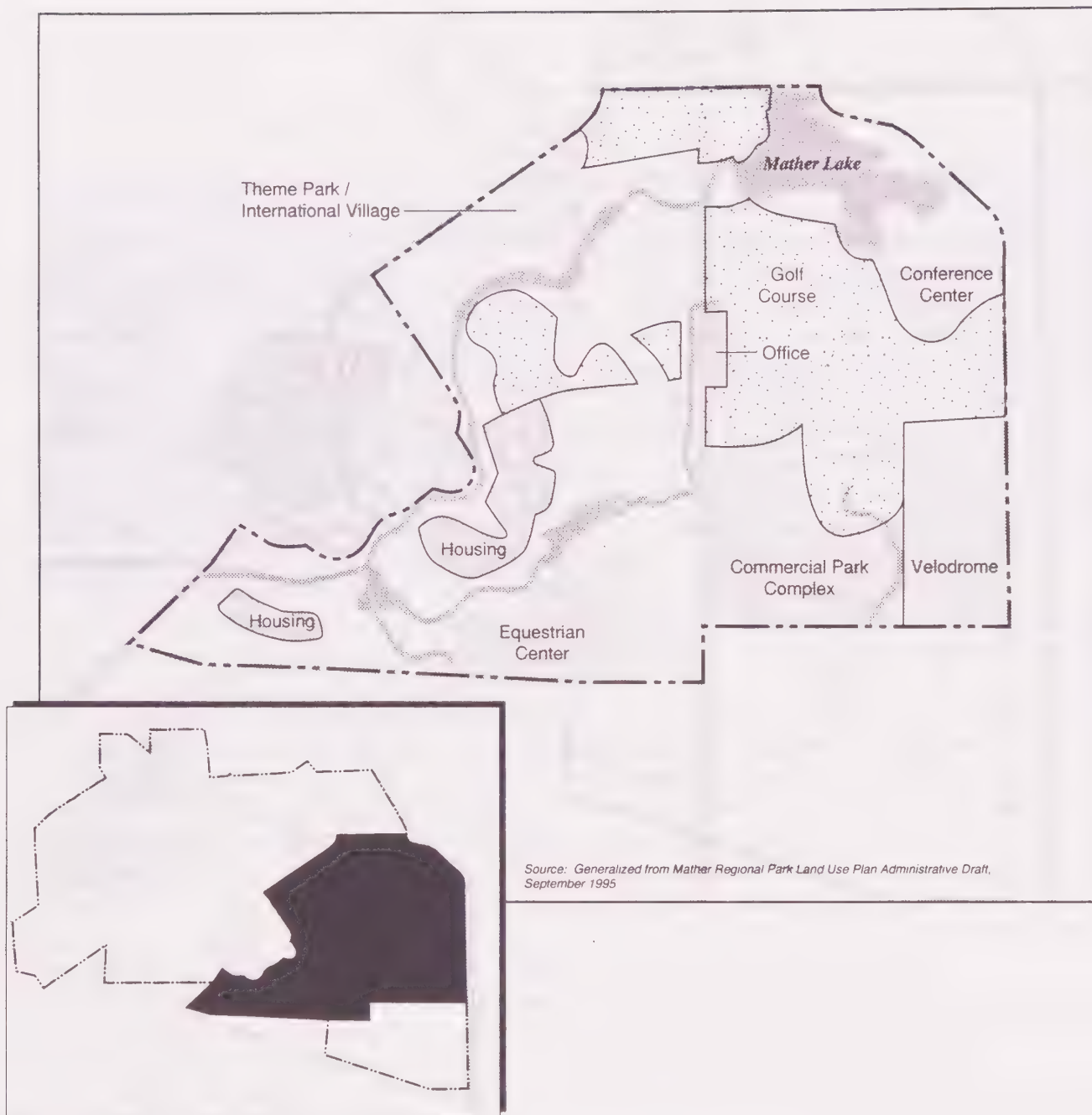






Figure 9

Mather Regional Park Land Use Plan

- | | | | |
|---|---|---|----------------------------|
|  | COMMERCIAL-RECREATION AND DEVELOPMENT AREAS |  | MORRISON CREEK / DRAINAGES |
|  | TURF AND ACTIVE USE AREAS |  | NATURAL AREAS |

Design Guidelines

Introduction

For more than 70 years, the 5,700 acres within Mather Field have been set aside under single federal ownership, operating relatively independently of the surrounding community. As Mather sheds its military trappings, the challenge will be to reintegrate the facility within the community and create a new civilian identity for Mather Field. The purpose of these guidelines is to create a framework for existing and new development that will help to:

- Create an attractive setting that can assist in marketing new uses and activities.
- Establish an identity that is clear and coherent but, at the same time, can be adaptable to changes as development occurs over time.
- Provide a framework for development that is unified and coordinated in appearance, but which allows for a diversity of uses and users, as well as different districts.
- Strengthen linkages to the surrounding community and the larger landscape, and enhance the sense of place.

Overview

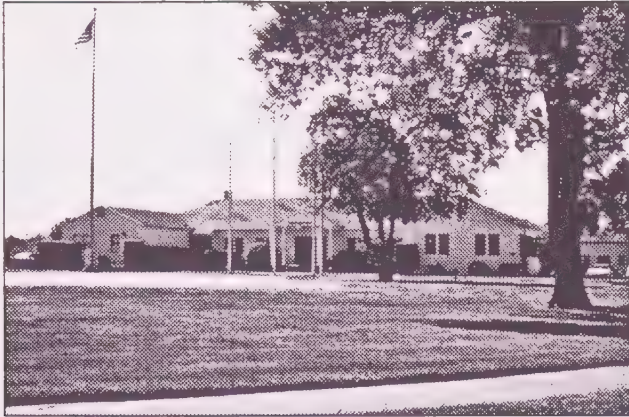
The Mather Field design guidelines are intended to address those elements that most directly affect the character of the place as it transitions from military to civilian use over an extended period of time. In general, the approach that is reflected in these guidelines recognizes

the relatively limited role of buildings to shape the environment, considering that some may or may not be reused and many others will be built. Guidelines are set forth for color, materials, and wall and window treatment, recognizing that in some areas, such as the Main Base, buildings will have a more significant impact on the image of Mather. In other areas, however, the approach taken toward buildings does not focus on the design of buildings to carry forth a new image and identity for Mather Field. Rather, the greater emphasis is placed on the landscape to transform and provide structure to the environment. New landscaped roads and open spaces will provide shade and amenity to the environment, create stronger and more attractive entries, weave the developed areas into a broader pattern with the surrounding grasslands, and link the larger Mather Field with the Rancho Cordova community.

More specifically, the general guidelines for Mather Field as a whole are intended to address the following:

Landscape Framework. Landscaping of streets and open space will be used to provide amenity, organize the site, and unify disparate uses and activities. Along streets, trees will be planted along the curb in a parkway strip, with large deciduous trees placed 24 to 40 feet on center. On individual parcels, all areas not covered by structures or used for parking and circulation should be planted with trees, shrubs, turf (in special areas) and/or groundcovers. All landscape areas should be provided with a complete automatic irrigation system to establish new planting and, as a guideline, a minimum 24-inch box size is recommended for all new trees. In areas where mature trees are established, 15-gallon (minimum) trees may be planted.

The landscape focus of the base will be the entry open space in the Main Base Area, which will be designed as a shaded park with active playfields and community build-



The entry open space will be the focus of the Main Base and will be designed as a shaded park with community buildings.

ings that will serve social and community functions as well as provide recreational and visual open space. The landscape character that is envisioned for the remainder of the base is that of the classic California grassland environment, with careful transitions between developed and undeveloped areas.

Street tree planting will be used to provide hierarchy and continuity throughout the site. Large native tree species, such as oaks and sycamores, are recommended to extend the sense of the grassland environment into the site and to provide corridors of green that help define the various districts within the base. Trees are not emphasized in areas adjacent to the airfield to discourage bird nesting.

Existing Buildings. There are a number of existing buildings that are expected to remain at Mather Field, both within the short term and into the future. These include buildings of many different forms and serving many different functions; however, they all share a military look, primarily because they all date from a similar era and are painted the same color. Therefore, one of the most simple

and effective ways of transforming the military character of these buildings is to change their uniform appearance by repainting the exteriors. Building color should shift from one single color to many different ones that are generally light in intensity to better reflect light and heat. Large, uninterrupted and unarticulated monochromatic expanses should be avoided, if possible; however, the use of more than two colors should be carefully considered. New users of existing buildings are encouraged to also make other improvements where these would be most effective in changing the image and character of the place. For instance, facade treatments, such as the use of window awnings, the incorporation of arcades, or the improvement of the entry areas, should be considered to provide greater articulation of the facade, as well as to provide shade and amenity. Additions that are made to existing buildings should also consider how they can best add to the individuality and space-making qualities of the building, as well as how they may accommodate specific functions. New building walls should be located in such a fashion so that they break up the mass of large buildings and create forms, such as courtyards.

New Buildings. In addition to the existing buildings, a number of potential new buildings will be built in the future, ranging from commercial and airport industrial to institutional, research and development, and office. These new buildings should consist of simple, integrated geometric forms that create attractive, usable and meaningful open spaces. Buildings will be predominantly one to four stories in height; all building heights shall conform to the rules and regulations of the County and federal aviation regulations governing height around navigable airspace. Exterior building materials are to be of a contemporary nature that expresses a high technology image. High quality materials should be employed (e.g., precast concrete, stucco, wood, high quality metal siding or panels), and accent materials,

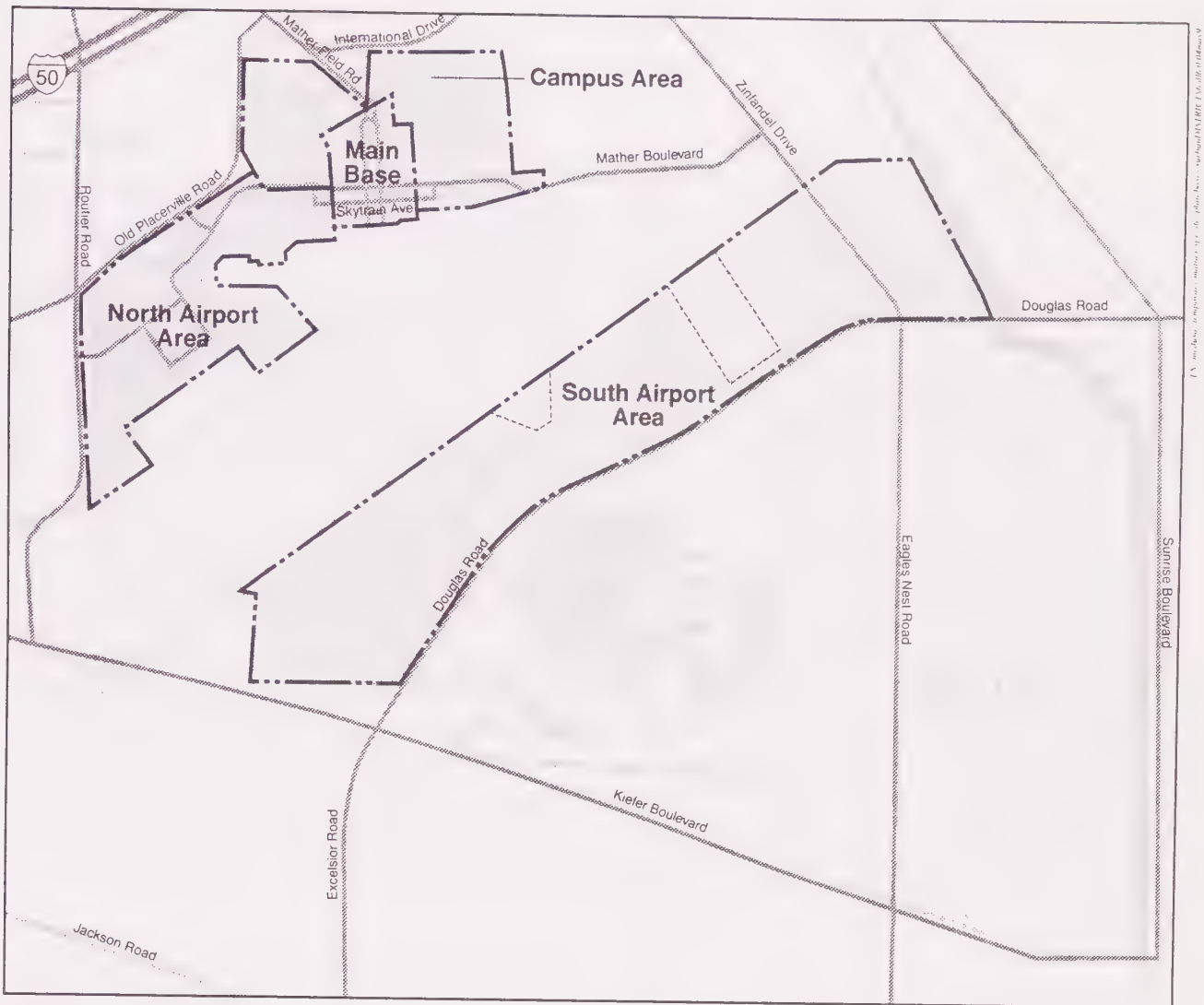


Figure 10
Design Districts

such as stone, ceramic tile or bronze, are encouraged to give a human scale within the pedestrian realm. Extensive use of wood composites or thin weather-resistant skin over nondurable backing and other nondurable materials should be avoided. Awnings, belt courses, transom windows and/or moldings are encouraged to provide visual relief and to clearly articulate the building base from the upper level portions of the building. The use of mirrored and/or reflective glass and glass curtain walls is discouraged. Colors should be light and coordinated to achieve continuity of design. Fenestration of all buildings should employ a "punctured" wall treatment, with high quality window casings that are recessed from the building face to provide shade and detail. Service and loading areas should be designed as an integral part of the structures, and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment should also be screened from public view in a manner that is compatible with the overall building design. Roof-mounted mechanical equipment should be concealed from view.

Signage. Like landscaping, signs are an important element contributing to the identity of Mather. All signage should be consistent in character and express a sense of hierarchy. In addition, all signs should be compatible in design, size, proportion, color and materials with the architecture they serve. Signs visible from the exterior of any building may be lighted, although no canned or backlit signs will be permitted, and no signs or any other contrivances may be devised or constructed so as to rotate, gyrate, blink, flash, or move in any fashion. Only one permanent sign should be permitted per parcel frontage. Ground signs should not exceed 4 feet in height above grade nor more than 56 square feet in area. If signs are placed upon landscaped berms, their maximum

height above the road should be no more than six feet. Signs placed on streetside berms should not be located within vehicular sight distance zones for intersections and entry drives. All signs attached to buildings should be surface mounted. Building address numbers should be displayed as close as possible to the main entrance lobby, and numerals should always face the street or pedestrian approach. No general or advertising signs will be allowed.

Fencing, Walls and Hedges. Although it is recognized that fencing will be required for security in some areas (in particular, surrounding the airfield), fencing should be discouraged to the extent feasible between parcels and kept as low as possible, generally no higher than six feet. Walls should also be kept as low as possible, no higher than six feet. Perimeter fencing, where necessary, should be planted with vines or concealed from view by plantings. Where a more open fencing is desired around the airfield, plastic-coated, chain link fencing of dark colors should be encouraged. Fencing is discouraged altogether in the Main Base.

Lighting. All exterior lighting should comply with the requirements of the FAA. It should be shielded and confined within site boundaries, and no direct rays or glare are permitted to shine onto public streets or adjacent lots. Security lighting should be restricted to service areas and may not be substituted for parking lot or pedestrian circulation lighting. High-pressure sodium vapor lighting should be used for the best representation of natural colors.

Parking Areas. Parking areas should be well landscaped to moderate the effects of the climate. Tree planting should be planned to achieve 50 percent coverage in 15 years. A minimum of three-inch caliper trees should be planted. The use of drought-tolerant and disease-resistant native plant materials is encouraged. Planting areas should be pro-

tected from cars by incorporating a six-inch raised curb around the planting area. Driveways should be limited to generally no more than two per parking area, and curb cuts should be minimized in length so as not to interrupt the continuity of street tree landscaping. Pedestrian-scale lighting should be utilized in parking areas. Light standards should be 16 to 18 feet in height.

Design Districts

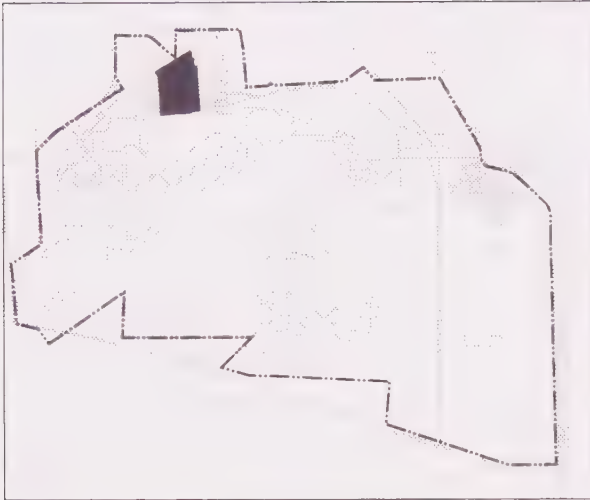
For purposes of developing more specific design guidelines, Mather Field has been divided into four basic districts. As identified in Figure 10, these include:

- The Main Base Area, which constitutes the urbanized core of Mather Field;

- The Campus Area, which surrounds the Main Base;
- The North Airport Industrial Area, which includes the cluster of airport-oriented uses served from Routier Road and Old Placerville Road; and
- The South Airport Area, which encompasses the undeveloped airport-oriented area to the north of Douglas Road.

These areas are defined by similar characteristics: use, location, relationships and access. These guidelines specifically exclude the commercial recreational area, the residential neighborhood, golf course, open spaces, and the airport itself.

The Main Base



Overall District Role and Character

The Main Base represents the core of the Mather complex. It is situated at the heart of the most developed area and at the gateway to the airfield and adjacent support areas. With direct access from the freeway off Mather Field Road, this portion of the property is more immediately visible and accessible, both within the region and to the adjacent Rancho Cordova community.

The Main Base is the most compact area, and is characterized by a relatively small-scale grid of streets and blocks that creates a village-like environment. It is anticipated that it will be maintained as the major activity center of Mather Field, and will be developed as a center of business, culture, recreation and shopping that will support the planned aviation uses and, at the same time, complement the adjacent community. A number of buildings have been identified as likely to remain or as suitable for interim and future reuse. Currently, the green between

Whitehead and Von Karman creates a strong entry feature to Mather Field.

The following topics address design issues and set forth guidelines that are intended to build upon the role of the Main Base as the gateway and activity center of the Mather Field complex:

Entry Open Space

- The existing landscaped green between Von Karman and Whitehead Streets should be reinforced and improved as public open space by development along the edge; by landscape improvements at the entry and along the green; by recreational improvements and pedestrian amenities within; and by the placement of the airport terminal at the southerly end (see Figure 11). The gateway open space is envisioned as a landscaped amenity and feature that helps to organize and orient the surrounding Main Base uses, and it can be used as a public gathering space for the development. It should also create opportunities for recreation, social gathering and civic/cultural activities.

The entry circle should be planted in a manner that reinforces the circular form, incorporating a landmark or vertical element to provide a sense of focus and arrival and a welcoming feature at the primary gateway into Mather Field. The current vehicular access to the Administration Building should be closed and pedestrian access from the street emphasized. An evergreen frame of shade trees should be considered, along with more vertical deciduous trees within the center of the circle for both contrast and diversity.

- Continuous street tree planting should be provided on both sides of the entry streets (Von Karman and

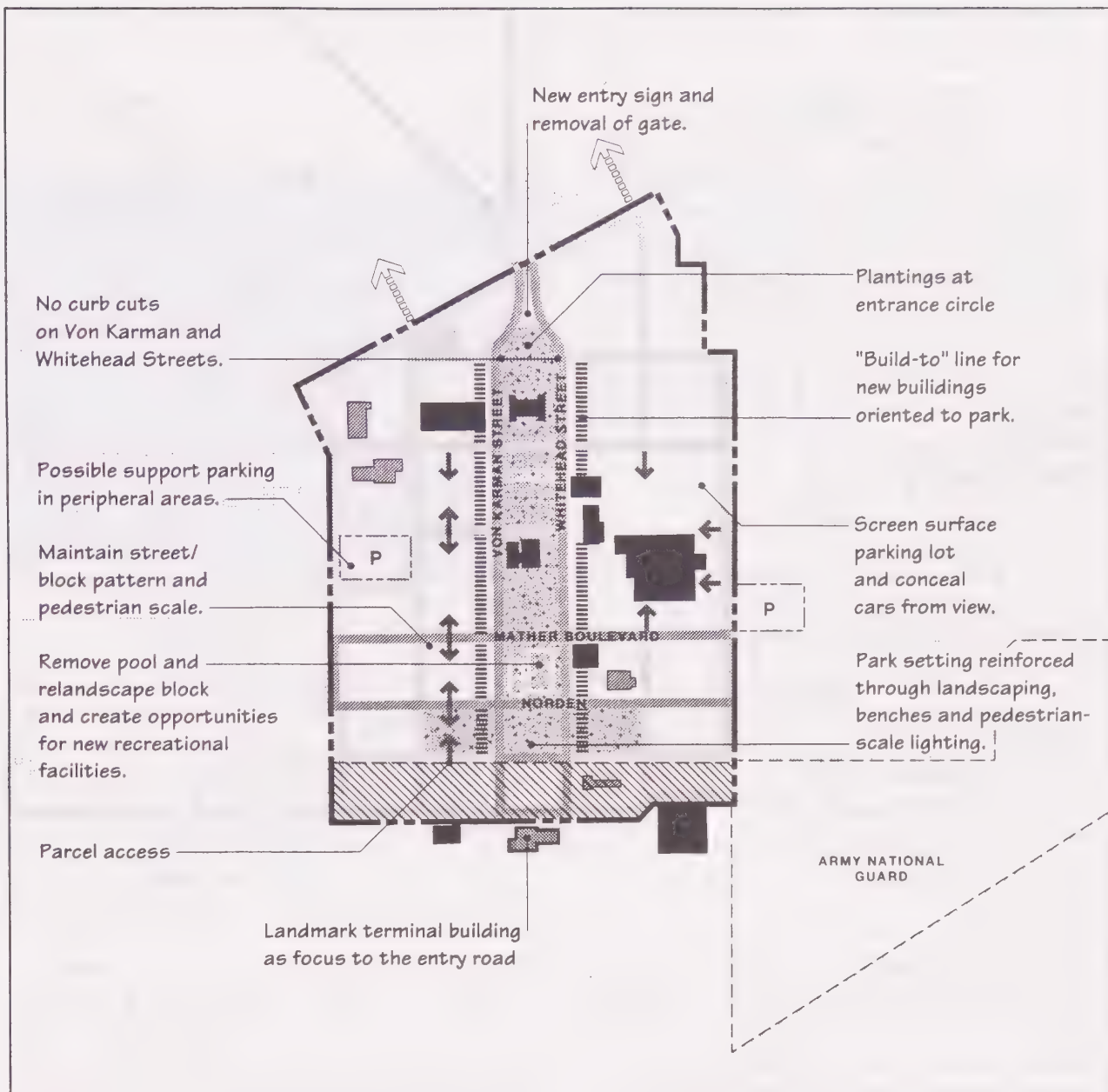








Figure 11

Design Framework – Main Base

	BUILDINGS LIKELY TO REMAIN		MAIN ROADS
	BUILDINGS SUITABLE FOR INTERIM REUSE		OPEN SPACE
	BUILDINGS TO BE DEMOLISHED		INDUSTRIAL AREA

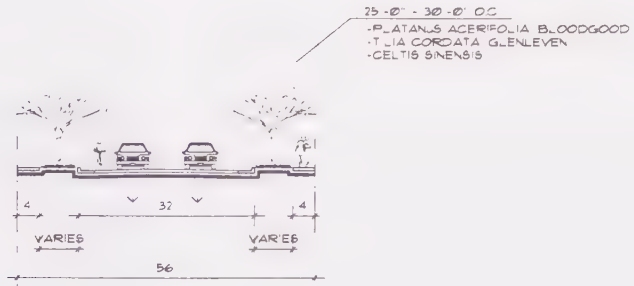
Whitehead) within a parkway strip, with trees planted on average 24 to 40 feet on center, and of a consistent species in a memorable pattern for both shade and color. Recommended species are noted in Figure 12.

- Landscape material, including grasses, should be drought tolerant. Turf is allowed under special circumstances, namely within the central green and parkway strips.
- Corner radii should be limited to the extent feasible, to encourage pedestrian movement and to reduce the perceived scale of streets. Curb radii should match to create a well-balanced intersection.
- The military gates should be removed and the entry island landscaped with special plantings that mark the entry to Mather Field. Signage for orientation and direction should be located within the island to provide an overview of facilities and their general location within the development.
- Buildings within the landscaped linear green will be limited, and they should have a strong civic presence and public orientation. Entries should be oriented to the green, and the green should be designed to receive "spillover" activities from the buildings that take advantage of the open space setting and the opportunity for special events and festivities. No new buildings will be allowed within the green.
- Each of the blocks should include a continuity of landscape materials and elements, but individuality within each block should also be encouraged.

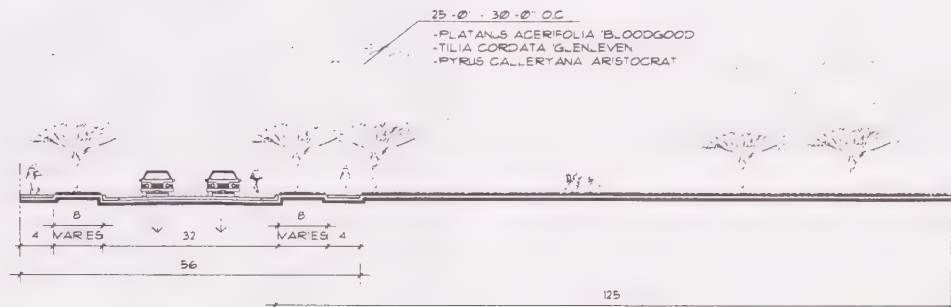


New uses will be organized around the central open space in the Main Base.

- Within the Main Base, and specifically along Von Karman and Whitehead Streets, buildings should orient to the open space. Curb cuts to adjacent parcels should be limited to the minimum necessary in order to provide for a continuity of landscape and pedestrian treatment. Although the open space will be crossed by streets, the cross sections of these streets should be minimized, and their treatment should be park-like in character.
- Visual continuity from the north to the south should be emphasized, and views and visual access should be enhanced to the industrial park, the airport, and the planned airport terminal building.
- The airport terminal building should be of the highest design quality, and should be designed to become the landmark signaling the edge of the airport and the end of the entry access corridor and landscaped green.



MATHER BOULEVARD (POR.) & NORDEN AVENUE



WHITEHEAD & VON KARMAN STREETS (CONT.)



WHITEHEAD & VON KARMAN STREETS (CONT.)

Figure 12

Cross Sections – Main Base Couplets

Parcelization and Parking

- The fine-grained fabric of the Main Base is one of its most appealing qualities, and should be maintained through parcelization patterns that enhance the sense of a pedestrian-oriented village. More specifically, the existing block dimensions should be retained; aggregation of parcels into superblocks beyond the existing block pattern should be discouraged.
- Parking within the Main Base should be provided in such a fashion that it does not visually dominate the parcels and the blocks, and thus diminish the pedestrian orientation and village character of the area.
- Parking standards should generally comply with the County of Sacramento Zoning Code; however, the full off-street parking requirement need not be accommodated onsite. A portion of the required parking for the central core could be located within a remote parking lot(s) located on the periphery of the Main Base core (see the Main Base Design Framework Map). Opportunities for shared parking between parcels and uses should be encouraged.
- No new surface parking should be permitted within the central green, and existing parking areas should be relandscaped so they do not visually dominate what should become a park-like setting.
- Surface parking should be oriented away from streets and pedestrian areas, and screened from predominant view by buildings, landscaping and low walls. Parking areas should be distributed through the area rather than concentrated into large lots, if feasible. Parking areas should avoid fronting on Von



Buildings within the central core should be oriented to the street, with building entries opening directly onto the sidewalk.

Karman and Whitehead Streets, and access should be limited, to the extent possible, along Mather Boulevard and Norden Avenue.

- Parking areas should be shared between uses and located so as to minimize curb cuts. In general, curb cuts and driveways should meet County standards. Driveways should be a minimum of 50 feet from the

nearest intersection. No more than 150 parking spaces should be served from a single driveway or parking access point. Parking areas should have no more than two access points, and entryways should be minimized in width.

- On-street parking should be permitted where allowed by existing street rights-of-way.

Building Orientation

- Buildings within the central core should be oriented to the main streets—that is, Whitehead and Von Karman. Along these streets, buildings should be built to the property line, so that building entries open directly onto the sidewalk; curb cuts should be prohibited (if allowed by parcelization) to provide for a continuity of landscaping along these streets.
- Uninterrupted and untreated blank walls and surface parking areas should be discouraged along the open space frontage (Von Karman and Whitehead Streets). If a large user (e.g., office or large retailer) is established along this frontage, the building siting should orient storefronts and entries along Von Karman and Whitehead Streets. Frequent pedestrian entries should be encouraged along these streets. To the extent practical, such entries should be located within 50 feet of one another to avoid long expanses of inactive frontage.

Building Height, Bulk and Configuration

- Dramatic contrasts in building height and bulk should be avoided, and buildings should be kept relatively low in scale (no more than 40 feet in height).

- Buildings over two stories should incorporate step-backs to address building mass and bulk. Buildings should have a maximum streetwall height of 40 feet. Buildings above this height should be stepped back by approximately five feet for a minimum of 50 percent of the frontage and be accompanied by architectural expression (e.g., loggia, balcony, cornice, sloping roof, etc.).

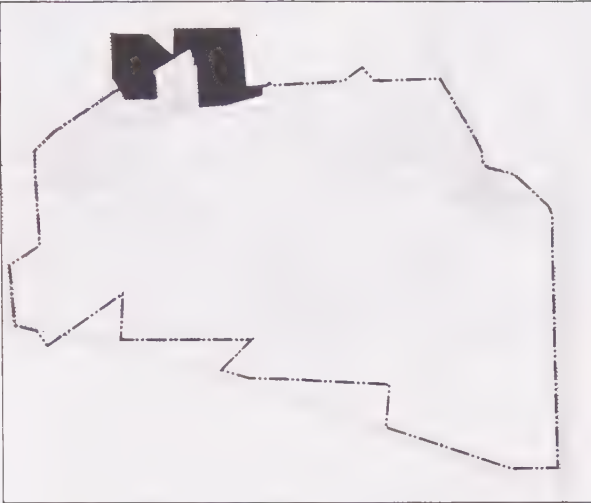
Signage, Fencing, Walls and Hedges

- The Main Base Area should emphasize an open character, with a close relationship between buildings and the street. Fencing should be strongly discouraged between parcels. Rather, landscaped berms and short walls (no greater than 24 inches) should be encouraged to screen parking areas from the street.
- In the Main Base Area, signage should be oriented to the pedestrian in terms of size, location, lettering and lighting. Awnings and window signs are encouraged to provide variety along the street. Retail signs shall not be located above the ground floor building eave or first story plate line. All signs should meet the standards described on page 41.
- Freestanding signs should be limited to retail users.
- A system of directional and orientation signs should be established to provide direction to the FBO Terminal and other significant base destinations (i.e., cargo handling area, maintenance area, etc.). Directory signage should not use company names, such as “Federal Express,” but rather “air cargo area.” Specific business names and signage should be placed on buildings.

Streets

- Streets within the Main Base should be developed as gracious tree-lined corridors.
- To encourage bicycle movement, bike lanes are provided for throughout Mather Field on designated streets (see Circulation chapter). The typical street sections for Whitehead and Von Karman and Stratotanker and Skytrain Avenues are illustrated in Figure 12.
- Shade trees should be consistently planted throughout the Main Base streets at 24 to 40 feet on center within a minimum 6-foot planting strip on the curb side of the sidewalk. A double row of trees should be planted along the central green.
- Large shade trees (e.g., native sycamore, London Plane trees, maples, hackberry) should be used to provide amenity and protection from the elements.
- Curb cuts should be limited to one per frontage for standard blocks, and two per frontage for larger blocks.
- Light standards that are pedestrian in scale (no greater than 16 to 18 feet in height) and compatible in design with the character of the area are encouraged. New light standards will be included as part of the street and landscape improvements implemented as part of the EDA grant on the Main Base couplets. New light standards on the remaining streets should also use these standards for consistency within the district.
- Suitable longitudinal root barriers should be installed in conjunction with new tree planting adjacent to curbs and sidewalks.

Campus Area



Overall District Role and Character

The Campus Area surrounds the central core of the Main Base, and is planned for a wide range of educational, recreational, commercial and institutional uses. This area will be developed as a campus that utilizes large open space areas to unify the various entities. The Campus Area will be home to large users and a major community park, and will be composed of existing as well as new buildings. A number of design guidelines have been developed to create a high quality landscaped image that can unify and create a cohesive development (see Figure 13):

Entry Road

- Mather Field Road should be well landscaped, with trees planted 25 feet on center on both sides of the street to mark the arrival at the facility, create a

positive and attractive appearance, and extend the entry sequence into the base.

Landscape Setbacks

- New development should incorporate generous landscaped setback areas between the street and parking areas. As a guideline, a 25-foot minimum landscaped setback should be provided adjacent to all streets.
- Landscaping within the setback area could incorporate berms (no higher than three feet) and/or walls (no greater than 24 inches) that screen parking areas from view. The setback areas should include at least two rows of shade trees as well as groundcover and shrubbery, as appropriate. Pedestrian pathways should also be included, to connect parcels with one another.

Parcelization and Parking

- The Campus Area should be composed of larger parcels that can accommodate large institutional and R&D users. Buildings should be encouraged to create open spaces that are related to one another. Minor roads within the area, (i.e., south of the McKinney housing area) should be eliminated, where possible, to create larger, more efficient parcels, and to create opportunities for more innovative site planning and campus design.
- To the extent possible, parking areas should be concentrated away from building complexes, so as to create a more park-like and pedestrian character within the parcel.

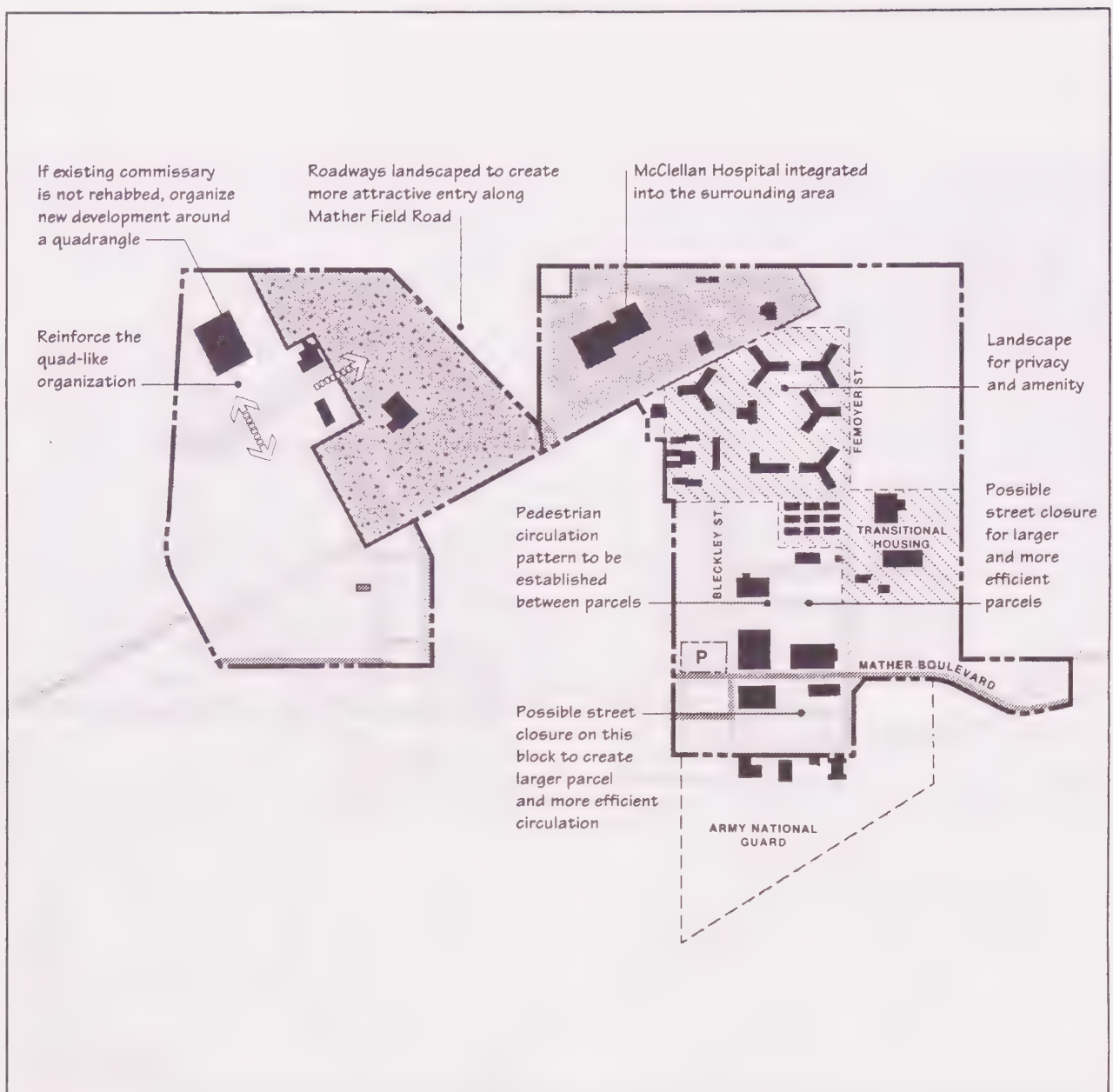







Figure 13

Design Framework – Campus Area

	BUILDINGS LIKELY TO REMAIN		MAIN ROADS
	BUILDINGS SUITABLE FOR INTERIM REUSE		OPEN SPACE
	BUILDINGS TO BE DEMOLISHED		



Buildings within the Campus Area should be organized around open spaces and courtyards.

- An “orchard” planting consisting of trees in tight rows, or as part of a larger open space pattern, is encouraged in surface parking areas.

Building Orientation and Organization

- Buildings should be organized within clusters around open spaces linked by walks and pathways. Major entryways and public functions should be oriented to the open space and interconnected with pathways that link from parcel to parcel and weave the entire district together. Buildings should express the entryways through windows, primary doorways and landscape treatment.
- To the extent feasible, people-oriented activities, such as administrative offices, should be located toward the internal open space. Loading and storage areas should be located toward the interior of the site and screened from view by buildings, if possible.
- Buildings and clusters of buildings should be organized around open spaces and linked to one another.

Pathways and pedestrian easements should provide access between parcels, and should be tied to the system and organizational structure provided by streets and open spaces.

- New and existing groups of buildings should be configured to reinforce or create quadrangle and courtyard areas between buildings. Within the open space areas, special plantings, fountains, benches, and other amenities should be encouraged in order to create usable places to sit, socialize and gather.

Fencing, Walls and Hedges

- Fencing should be discouraged between parcels and buildings to the extent feasible (except around the transitional housing), to maximize the amenity of the campus open space areas.

Landscaping

- A landscape master plan should be prepared for each of the parcels within the Campus Area, and should be an intrinsic part of the overall site planning for each parcel. The master plan should address not only onsite issues, but also establish pedestrian pathways between buildings within the Campus and the park, between the Campus and the Main Base Area, and internal connections between Campus buildings. Landscape plans should be reviewed as part of the design review process (described in the Implementation chapter).
- The master plan should also specify a planting palette, specifying trees, shrubs and groundcover to be used in the area, and planting specifications.

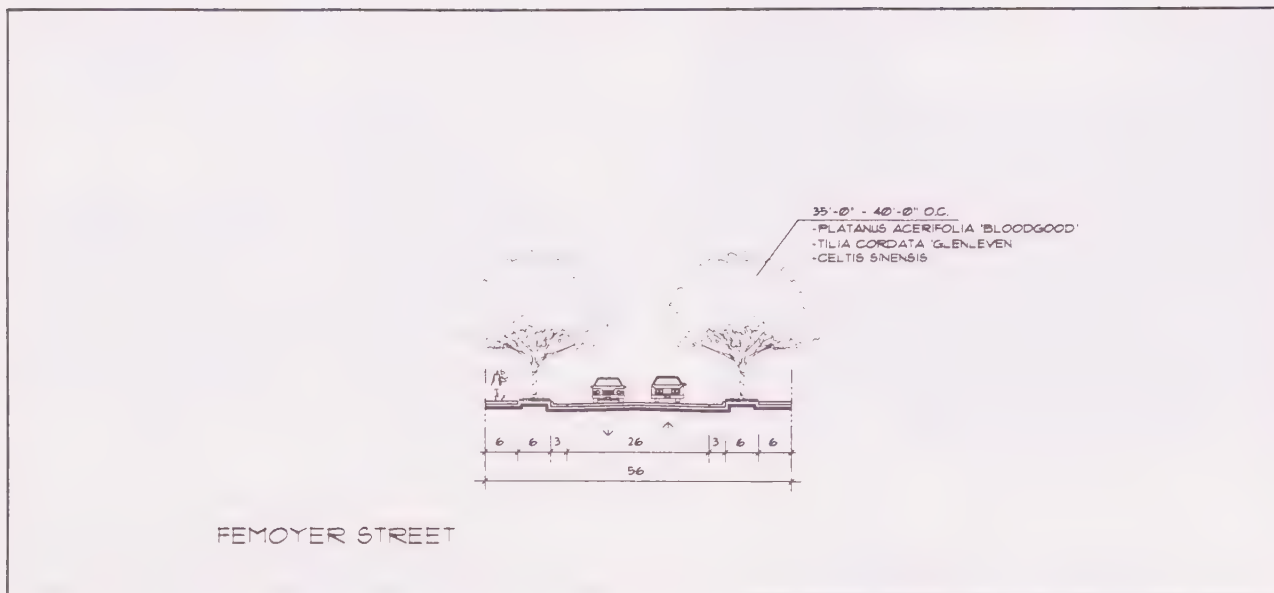


Figure 14

Cross Section – Femoyer Street

- Several parcels on the east side of the base are being used for McKinney Act housing. These areas should be well landscaped for privacy and amenity.

Employee Eating Areas

- Outdoor eating areas for employees should be encouraged for all new institutional and office buildings containing more than 5,000 square feet and located more than 1,000 feet from the park. As a guideline, a minimum of 300 square feet of outdoor space shall be provided for every 5,000 square feet of building area.

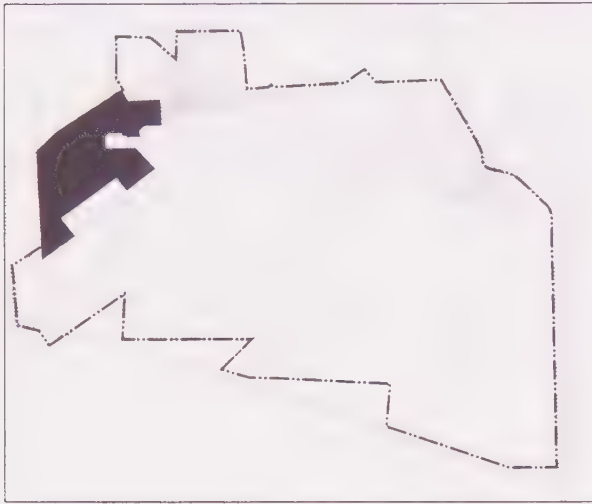
Streets

- Streets within the Campus Area should provide a continuation of the surrounding landscape and use large shade trees planted in a regular configuration to accent movement corridors.
- Bicycles should be provided for within the street system, as diagrammed in the circulation plan. The typical street section for Feymoyer Street is diagrammed in Figure 14.
- Light standards which are pedestrian in scale (no greater than 16 to 18 feet in height) and compatible in design with the character of the area are encouraged. New light standards will be included as part of the

street and landscape improvements implemented as part of the EDA grant on the Main Base couplets. New light standards on the remaining streets should also use these standards for consistency within the district.

- Large shade trees should be consistently planted along roads at 40 feet on center within a minimum 6-foot planting strip on the curb side of the sidewalk.
- Large shade trees (e.g., native sycamores, oaks, elms) should be used to provide amenity and protection from the elements.

North Airport Industrial Area



Overall District Role and Character

The North Airport Industrial Area contains many of the hangars, maintenance and support buildings that are associated with the airfield. Air cargo operations will be concentrated in this area, and it will continue to have a strong orientation to aviation and related activities, and will utilize many of the existing buildings and facilities. The intent in this area is to emphasize the functional industrial nature of the place through honesty in building types, completion of a logical service road system, organization of uses within the district, and institution of property maintenance requirements. As many buildings will be reused and rehabilitated, emphasis will be placed on providing facade improvements to ameliorate the appearance of the area. Since Macready Avenue will be the principal truck entry for air cargo uses, landscaping should be used to create a strong entry as well as to screen existing fuel farm activities (see Figure 15).

Landscape and Facade Improvements

- Improvements to building frontages should be provided as buildings are reused. At a minimum, new paint, awnings and/or building entrance improvements should be encouraged, as well as landscaping where possible.
- Landscaping on private parcels should include trees as well as shrubbery and groundcover that has function in providing shade and protecting against erosion.
- If economically feasible, the west drainage ditch should be realigned to the edge of the parcels and incorporated into a landscaped treatment along Old Placerville and Routier Roads to encourage more efficient use of the property as well as to establish a more attractive edge.

Industrial Character and the Visibility of Activities

- For new development, architectural treatment should be expressive of service and industrial activities and provide visual interest to users and visitors to the area, to the extent possible. Consideration should be given to the introduction of significant window openings that reveal indoor activities and machinery within buildings. Similarly, architectural expression of major functional or structural elements should be considered to create a more interesting building silhouette and elevation. Portions of buildings adjacent to streets should be treated with particular care to ensure visual interest and a compatible scale and streetscape relationship.
- View corridors directly into the airfield should be maintained.

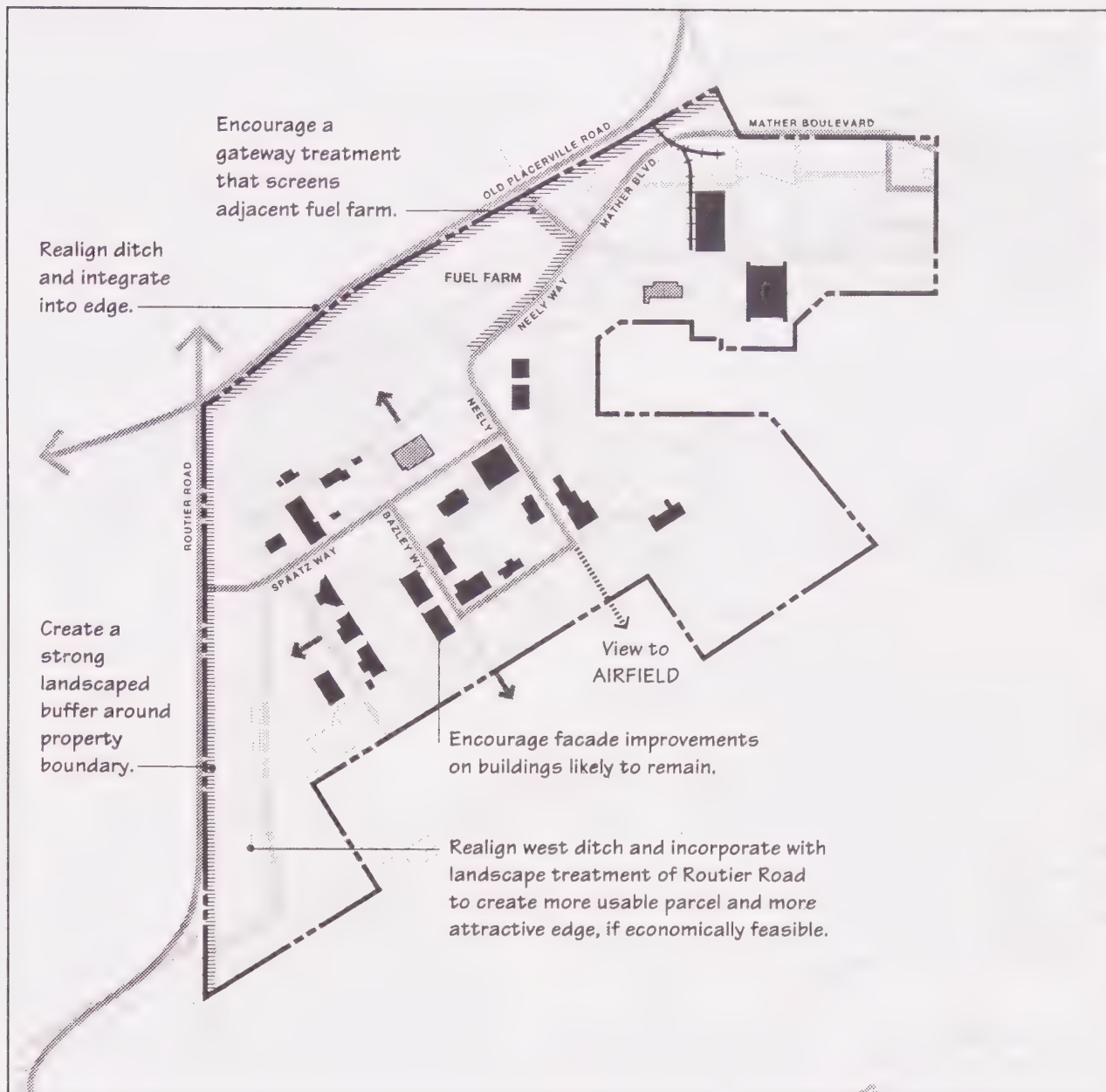






Figure 15

Design Framework – North Airport Area

	BUILDINGS LIKELY TO REMAIN		MAIN ROADS
	BUILDINGS SUITABLE FOR INTERIM REUSE		
	BUILDINGS TO BE DEMOLISHED		

- Buildings should employ durable, high quality materials appropriate to the functions and requirements of the planned activities. Innovative use of standard materials (e.g., corrugated metal, steel and masonry) and large metal sash window openings is encouraged.

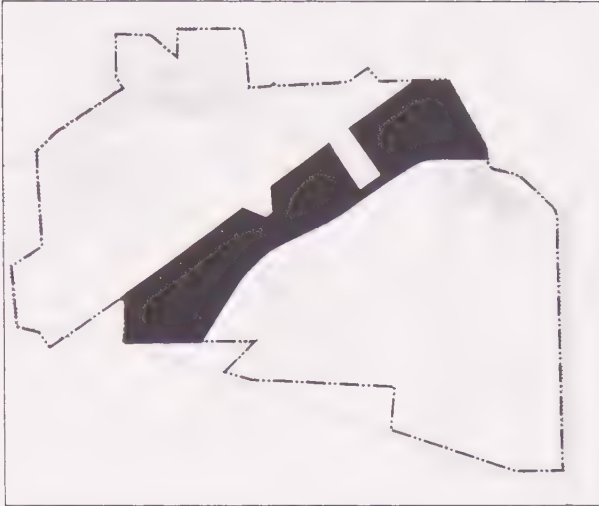
Streets

- Macready Avenue at Old Placerville Road will serve as the primary entry street to the North Airport area. This street (planned for improvement as part of the

EDA grant roadway project) is considered a two-lane collector. The existing pavement width, at Old Placerville, is wider than assumed in the typical Mather standard, shown in Figure 24. This entrance should incorporate not only sidewalks, as shown in the cross section, but also an on-street bikeway linking bike-ways on Mather Boulevard and Neely Way with Old Placerville Road.

- Sidewalks should be provided adjacent to streets throughout the North Airport industrial Area.

South Airport Area



Overall District Role and Character

The area south of the airport contains both large areas for new airport-related development and areas for open space preservation and managed extraction of mineral resources. In this area, the design objectives include extending the surrounding California grassland landscape into the development parcels to avoid an abrupt transition between manicured and natural landscape elements. The area with the highest concentration of vernal pools may be maintained in open space, and landscape buffers and transitions between the new development and this parcel will be provided as appropriate. Douglas Road, which will provide a boundary between the South Airport commercial and industrial development and the open space and residential area, should be developed as a boulevard which incorporates a native plant palette emphasizing stately trees, such as oaks and native sycamores, to create a high quality image for the area (see Figure 16).

Parcelization

- Parcels in the South Airport Area are planned to be large, to allow flexibility for potential users. It is anticipated that these will be subdivided into smaller 10 to 12-acre parcels. As this occurs, roadways should be extended to connect parcels and to provide access.
- Roadways throughout the area should be encouraged to serve larger areas in order to help create a more cohesive district, and to help reduce local traffic congestion.

Landscape Character

- The landscape character of the South Airport Area should draw from the open and expansive qualities of the surrounding grasslands, with a predominant planting of grasses with oaks and other native trees.
- Buffers should be maintained, with a minimum average width of 40 feet adjacent to natural areas and a transitional planting palette established, so that sharp boundaries between developed and undeveloped areas are not reinforced through landscape treatments.
- Porous pavement treatments and storm water basins should be incorporated into the planting plan for the area, utilizing meaningful approaches to ecological design and creating opportunities for diversity and interest.
- Irrigation should be installed to establish landscaping, but not to support a water-consumptive planting scheme.



Figure 16

Design Framework – South Airport Area

MAIN ROADS

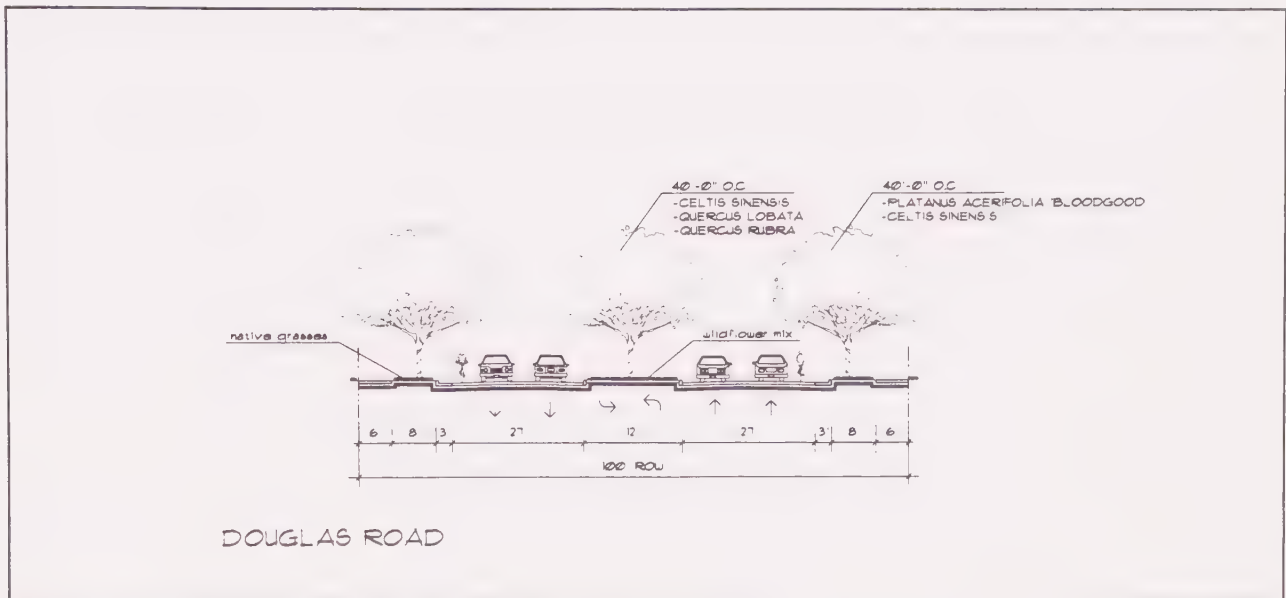


Figure 17

Cross Section – Douglas Road

Streets

- Douglas Road will be developed as an important connecting boulevard that will provide a transition between uses as well as landscape amenity and the image for the area. The design concepts for the street are diagrammed in Figure 17. Douglas Road will be a four-lane street with a strong landscape character derived from a planted median and curbside landscape strip. Stately native trees that reference the surrounding landscape, such as oaks and native sycamores, are recommended.
- Large trees should be planted within the median and in planting strips in a regular configuration at 40 feet on center. Native and/or drought-tolerant species, such as oak, madrone, sycamore and alder, should be encouraged, as well as groundcover composed of native grasses and wildflowers.

Circulation

The conversion of Mather Field from military to civilian use offers opportunities to enhance the region's transportation network through the creation of additional roadway linkages, transit connections, and bicycle and pedestrian facilities. The proposed transportation improvement plan has been developed to contribute to regional mobility and access, as well as to the viability and marketability of Mather Field as a major aviation/employment center and regional recreational destination.

This chapter of the Specific Plan describes the program of transportation improvements planned for Mather Field as required to support new use and redevelopment of Mather. The phasing and financing of the circulation system is described in the Implementation chapter, and more specific guidance regarding street landscaping and design objectives is found in the Land Use and Community Design chapter.

Roadway System

As shown in Figure 18, Mather Field is highly accessible from the regional highway system. From Highway 50, the site is served primarily by an interchange at Mather Field Road which leads to the northern entry to the site. Other portions of the site are served by interchanges at Bradshaw Road, Zinfandel Lane, and Sunrise Boulevard. Connections to Highway 16, which is south of the site, are made by Bradshaw Road, Excelsior Road, Eagles Nest Road, and Sunrise Boulevard.

General Plan policy CI-22 requires that urban roads meet a specified level of service standard, and further requires that roadway projects providing additional capacity may proceed when the Board determines that all feasible measures to reduce travel demand will not provide the target level of service. The General Plan Amendment

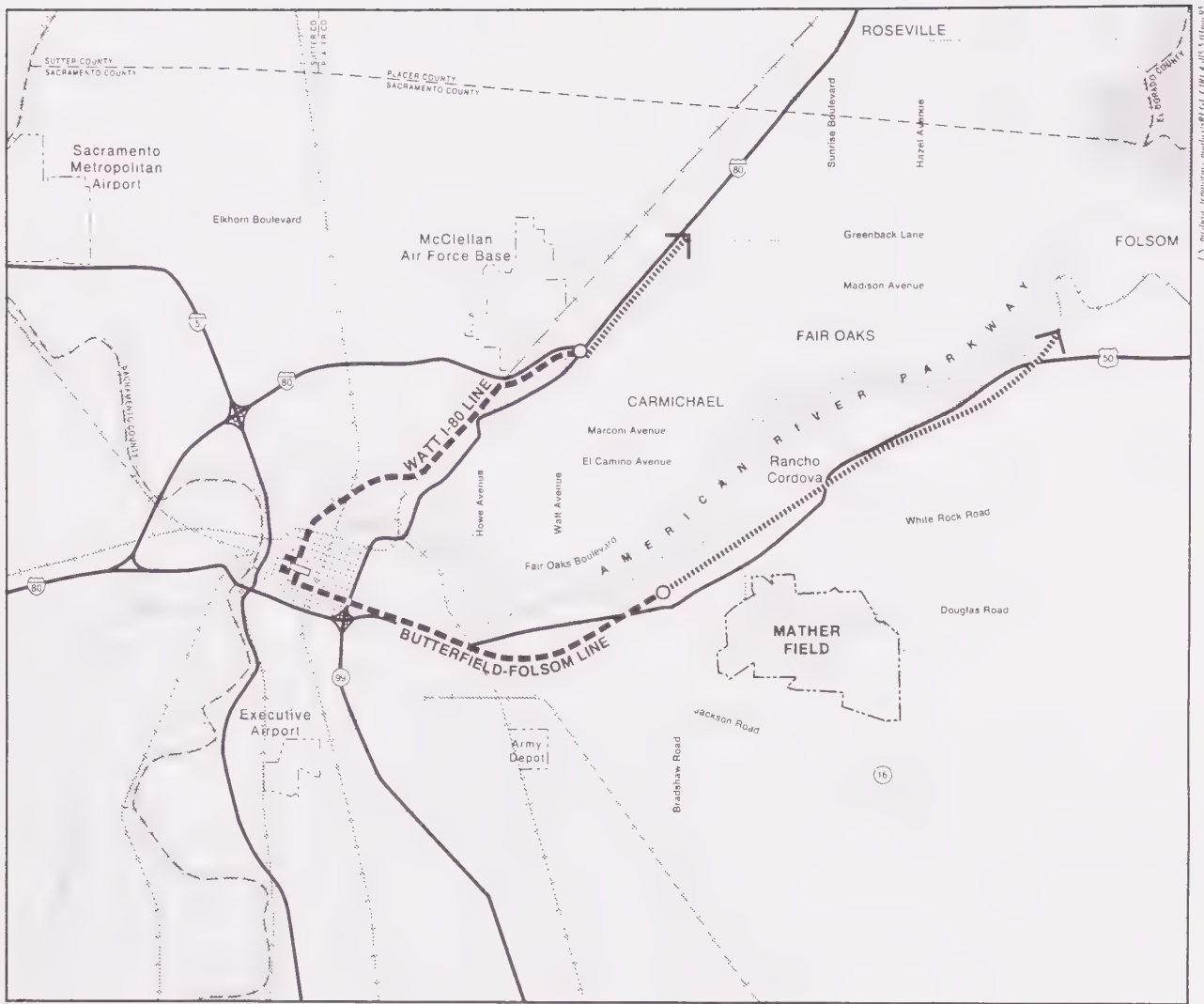
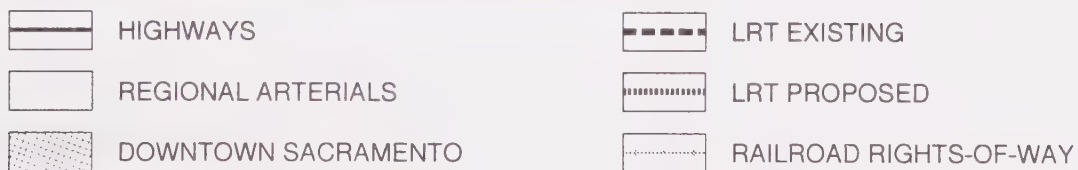


Figure 18

Regional Circulation Context



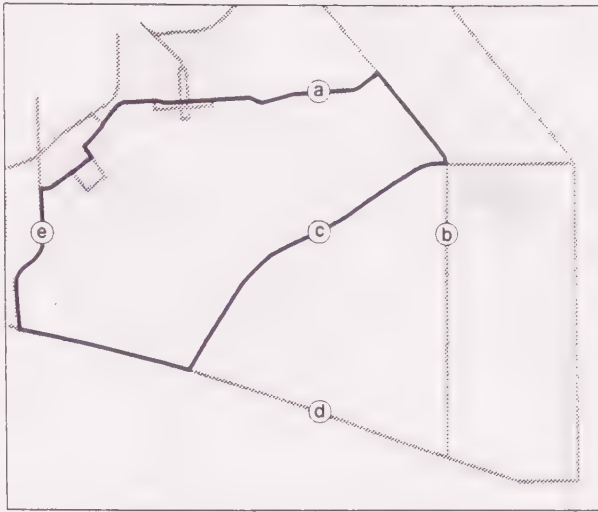


Figure 19

Loop Road System

Environmental Impact Report traffic analysis concluded that significant and unavoidable impacts would occur to area roads, particularly American River crossings. Feasible measures were evaluated and incorporated into the project, such as a requirement for participation in a TMA. Feasible measures were not available, however, that would mitigate impacts to a less-than-significant level.

POLICY M-CI-1: Provide for roadway connections through Mather Field to improve regional mobility.

The opening of Mather Field provides the opportunity to introduce new roadway linkages that will serve future activities and, at the same time, provide relief for existing congested corridors. Key new regional linkages proposed by the plan include the following (see Figure 19):

- a) **Mather Boulevard:** An east-west linkage north of the airfield, providing access between Zinfandel and Routier with connections to the Highway 50 inter-

changes via Sunrise, Zinfandel, Mather Field and Old Placerville Roads.

- b) **Eagles Nest/Zinfandel:** A north-south link parallel with Sunrise Boulevard through Mather Field, connecting Kiefer Boulevard on the south with Highway 50 on the north via Eagles Nest Road and a new segment of Zinfandel Drive between Douglas Road and International Drive.
- c) **Douglas Road Extension:** An east-west linkage south of the airfield which extends Douglas Road, providing access between Sunrise Boulevard and Kiefer Road.
- d) **Kiefer Boulevard Extension:** An east-west linkage along the southern boundary of Mather Field via an extension of Kiefer Boulevard from Bradshaw to Sunrise Boulevard.
- e) **Routier Road Extension:** A north-south linkage along the western boundary of Mather Field via the southern extension of Routier Road between Old Placerville Road and Kiefer Boulevard.

General Plan Circulation Element policy CI-23 requires mitigation measures when traffic impacts from new development do not meet certain level of service criteria. The traffic analysis for the General Plan Amendment EIR identified specific impacts and mitigation measures. Feasible measures are included in this Circulation chapter and in the Implementation chapter.

POLICY M-CI-2: Align roadways in a manner that maximizes access to, and the development potential of, future activities at Mather Field.



Figure 20

Circulation Plan

- | | | | |
|--|---|--|-----------------------|
| | LOCAL STREETS | | EXISTING TRANSIT LINE |
| | COLLECTOR STREETS (2 LANES) | | FUTURE TRANSIT LINE |
| | ARTERIAL / THOROUGHFARE STREETS (4-6 LANES) | | |

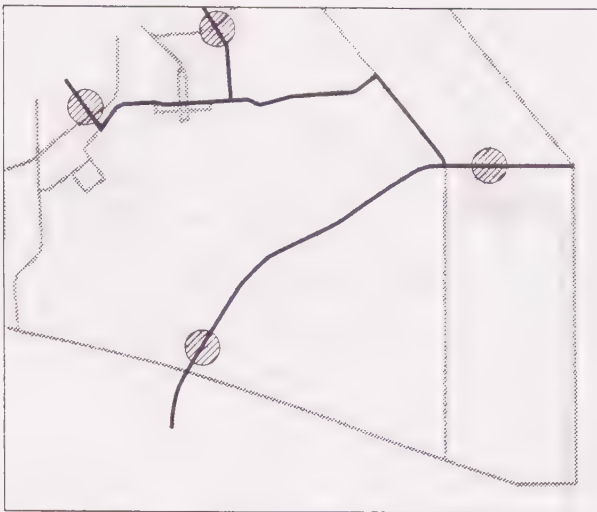


Figure 21

Truck Routes



In addition to improving regional access, the roadway system for Mather Field has been configured in a manner that will promote the marketability of the area as a high quality industrial/aviation employment center. More specifically:

a) **Continuity and Linkage:** If the roadway system for Mather Field were to be designed primarily to promote the site as an industrial park and business center (not taking into consideration the above regional linkages), a continuous onsite loop road linking the disparate development areas around the airfield would be the preferred approach. Given the dual role of the system, the alignment of roadways has been designed to provide internal continuity north and south of the airfield using the major connectors described above, including Mather Boulevard, Douglas Road, Zinfandel Drive, Kiefer Boulevard and Routier Road,

to connect all of the development areas (see Figure 19). In addition, streets are designed to provide a cohesive identity throughout the Mather planning area.

b) **Additional Entries:** With the closing of the Air Force Base, additional access opportunities to the area are made possible. In addition to the existing gates at Mather Field Road, Douglas Road, Old Placerville at Macready Avenue (the West Gate) and Schrever Avenue, new entries are proposed at: International Drive and either Bleckley or Femoyer Road; Kiefer Boulevard at Eagles Nest, Douglas and Routier Roads; and along Old Placerville at Routier Road. These additional entry/egress points will improve access to the development areas of Mather Field and provide regional traffic with alternative routes through the area.

c) **Airfield Access:** Recognizing that aviation and cargo uses in the northwest quadrant of Mather Field will require convenient and direct truck access and specialized security requirements, the roadway system has been aligned to allow for a separation between on and offsite vehicular and service traffic. Trucks and other service traffic destined for the airfield and aviation uses within the aviation support area will be able to utilize the existing West Gate link to Macready Avenue along the north edge of the airfield (see Figure 21).

d) **Main Base Access:** Recognizing the small-scale block pattern of the Main Base and the desire to maintain the character and identity of the area, the east-west and north-south roadway connections through the Main Base have been designed within the existing street rights-of-way as one-way couplets.

Mather Boulevard and Norden Avenue will operate as one-way westbound and eastbound roadways, connecting to a new two-way roadway (Mather Boulevard) east of Femoyer Road. Whitehead and Von Karman Streets will continue to operate as one-way north and southbound streets, linking Mather Field Road with the Mather Boulevard/Norden Avenue couplet. The core road system for the Main Base Area is shown in Figure 20.

POLICY M-CI-3: Design roadways to promote an attractive image and identity for Mather Field.

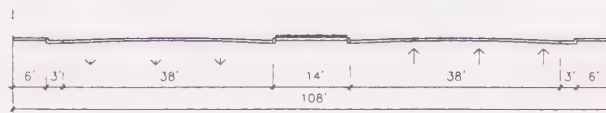
The design of roadways within Mather Field should create a well-landscaped image that provides amenity and identity to the area as a major employment center and regional recreational destination. To this end, roadways are proposed to include landscaped parkway strips along the curb edge and planted medians along major streets that are four lanes or wider. Street sections are shown in Figures 22 through 24. More specifically:

- a) **Six-Lane Thoroughfares:** Two six-lane segments are proposed within Mather Field to satisfy projected regional as well as onsite demand: Douglas Road between Zinfandel and Sunrise; and Zinfandel between Douglas and Mather Boulevard. These will be built to County road standards. As shown in Figure 22, the overall right-of-way for these segments (within Mather Field) is 108 feet, including a 14-foot wide landscaped median.
- b) **Four-Lane Arterials:** The remainder of the onsite roadway system that comprises the “loop road” concept (Mather Boulevard east of Femoyer, Douglas Road west of Eagles Nest, Kiefer between Douglas and Routier, and Routier Road), as well as Eagles

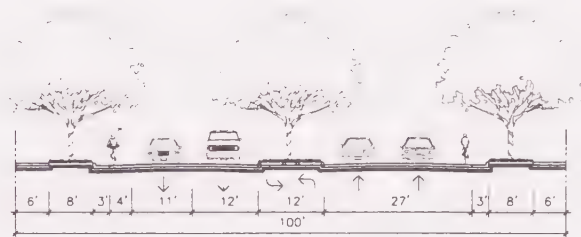
Nest Road as it traverses the regional park, are proposed as four-lane arterials. Routier and Kiefer Roads, which are primarily offsite, will be built to the County road standard, shown in Figure 22.

A Mather standard has been identified for those arterials within Mather, also shown in Figure 22. This standard identifies a 100-foot right-of-way with a 12-foot wide landscaped median and 8-foot landscaped parkways along the curb. However, the funding of curbs, gutters, sidewalks and landscaping has not been included in the Mather Infrastructure Financing Plan. These roadways may initially be developed as more rural roadways without curbs, gutters, sidewalks and landscaping. For those roads adjacent to the Mather Regional Park, alternative pedestrian routes through the park may replace the need for sidewalks. Where these roads abut adjacent development property, that development shall be responsible for the construction of curbs, gutters, sidewalks and landscaping. Where there is no adjacent development, future mechanisms for addressing the construction and maintenance of urban improvements, including landscaping, must be evaluated as buildout of Mather Field occurs.

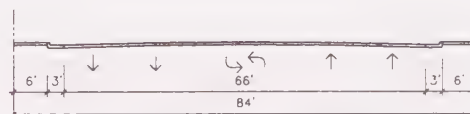
- c) **Main Base Couplets:** The Whitehead/Von Karman and Mather Boulevard/Norden couplets traversing the Main Base will be designed within a 50-foot right-of-way, utilizing the existing 26-foot carriageway and planting strips along the curbs. Each of the couplets will function as a four-lane arterial.
- d) **Two-Lane Arterial:** The street section for Mather Boulevard (west of Von Karman) will be developed as a two-lane arterial with a 12-foot median, as shown in Figure 23.



COUNTY STANDARD : 6 - LANE THOROUGHFARE
DOUGLAS (EAGLES NEST TO SUNRISE) & ZINFANDEL



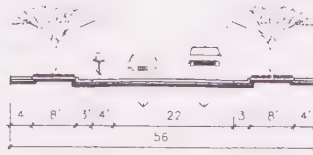
MATHER STANDARD : 4 - LANE ARTERIAL (NO PARKING)
EAGLES NEST, DOUGLAS ROAD & MATHER BOULEVARD
EAST OF FEMOYER



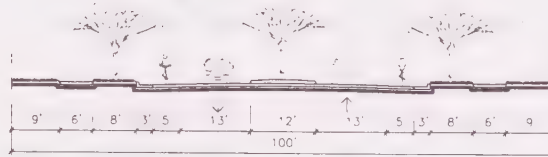
COUNTY STANDARD : 4 - LANE ARTERIAL
KIEFER & ROUTIER

Figure 22

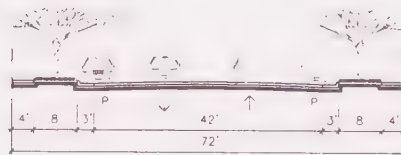
Street Cross Sections



MATHER STANDARD : TYPICAL ONE WAY STREET
VON KARMAN & WHITEHEAD, MATHER BOULEVARD
(ECKNES TO FEMOYER) & NORDEN AVENUE



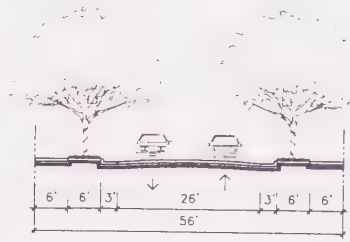
MATHER STANDARD : 2 - LANE ARTERIAL WITH NO PARKING
MATHER BOULEVARD (WEST OF ECKNES)



MATHER STANDARD : 2 - LANE COLLECTOR WITH PARKING

Figure 23

Street Cross Sections



MATHER STANDARD : 2 - LANE COLLECTOR WITHOUT PARKING

Figure 24

Street Cross Sections

- e) **Two-Lane Collectors:** The remaining streets will be two-lane collectors. There are two potential street sections, as diagrammed in Figure 24, including a 56-foot section and a 72-foot section.

POLICY M-CI-4. Establish a tiered system for roadway maintenance and improvement standards within the Main Base.

The majority of existing streets at Mather were constructed over 40 years ago and have significant deficiencies that present maintenance and financial concerns for their continued use. These deficiencies include inadequate or a complete lack of drainage facilities, inadequate structural sections to accommodate projected traffic loads, inadequate road widths and corner radii to accommodate truck and emergency vehicle maneuvers, deteriorated pavement condition, inadequate street lighting, a lack of landscape irrigation systems, and pedestrian facilities out of compliance with ADA standards. In addition, maintenance costs for streets at Mather are expected to be significantly higher than the county average, due to these deficiencies.

Recognizing extremely limited revenues to correct these deficiencies as well as the need to make improvements to attract new development and investment in the site, the County is establishing a tiered system of roadway maintenance and improvement standards for existing streets north of the runway, as follows:

- **Primary Streets.** The primary streets have been identified as those streets that are essential for circulation throughout Mather Field. The upgrade of frontage improvements, landscape and lighting should be required in conjunction with all new construction. The cost of upgrading the frontage improvements may be

reimbursable from the financing district. Where existing buildings are to be occupied, frontage improvements could be deferred, and instead an in-lieu fee would be taken for construction of the improvements. The Transportation Division would then make the improvements as part of a larger project, where larger sections can be addressed.

- **Secondary Streets.** Secondary streets incorporate the concept of retaining the fine-grained pattern of streets in the Main Base Area to enhance the sense of a pedestrian-oriented community. Secondary streets generally parallel the primary streets and provide site-specific access. The upgrade of frontage improvements, landscape and lighting would not be reimbursable through the financing district, and these streets would be improved and maintained to a lower standard than primary streets. These requirements will be defined in the implementing ordinance of the Specific Plan. Developers could choose to upgrade the streets to primary street standards and then receive a higher level of maintenance.
- **Tertiary Streets.** Tertiary streets would not have specific requirements, and the level of improvement would be at the discretion of the developer. Maintenance would be minimal, with the objective of keeping the road passable. In all cases, the street could be upgraded and receive a higher maintenance standard. The developer would also have the option to completely abandon a tertiary street, if larger parcels are desired and the utility easements are not needed.

The proposed street improvement and maintenance plan is diagrammed in Figure 25. A summary of street maintenance and improvement standards by category can be found in Appendix B.



Figure 25

Street Maintenance and Improvement Plan

	PRIMARY STREETS		ADDITIONAL SECONDARY STREETS
	SECONDARY STREETS		FUTURE RIGHT-OF-WAY

NOTE: This plan is conceptual and changes can be made without amending the Specific Plan.

Transit

Mather Field is within the boundaries of the Sacramento Regional Transit District (RT); however, there is currently no transit service with the boundaries of the site. The Butterfield LRT terminal station is located approximately three miles west of the site at Butterfield Way. Regional Transit plans to extend the existing Butterfield light rail service eastward along the Highway 50 Corridor to Mather Field Road within the next five years, and beyond to Folsom sometime in the future. As shown in Figure 20, a future station at Mather Field Road would be approximately one and one-half miles north of the core of the Main Base Area.

Although a rail spur exists between the Butterfield light rail corridor and Mather Field (between Routier and Mather Field Road), the prospect of extending light rail service to the base in the immediate or mid term is not likely because of limited patronage forecasts.

Limited regional and local bus routes are currently established within the area. These routes generally link to the Butterfield LRT station, but do not currently extend within the boundaries of Mather Field.

General Plan policy CI-4 requires that a full analysis of alternatives for public transit, including bus, private carriers, road capacity improvements and rail transit, be performed prior to committing funds for construction. Regional Transit has recently completed its Transit Master Plan which provides an evaluation of transit improvements. This plan identifies potential bus routes through Mather Field and along the area's eastern boundary along Sunrise Boulevard.

POLICY M-CI-5: Extend regional transit service to onsite residential and employment activity centers.

As employment and educational uses intensify within the Main Base, and as residential units are rehabilitated in the southern portion of Mather and development is established in surrounding areas, there will be increasing demand for transit service. The following facilities will be needed to accommodate this demand:

- a) Bus and shuttle access to the planned Mather Field LRT station at Mather Field Road and Folsom Boulevard.
- b) Added transit lines accessing and circulating within the project site (e.g., around the roadway "loop" and connecting to LRT).
- c) Transit bays and shelters for bus stops along existing and proposed roadways.

POLICY M-CI-6: Reserve the right-of-way of the entire rail spur linking Mather Field with Folsom Boulevard for future use as a potential bicycle or transit route.

An existing north-south railroad spur line extends into the Main Base Area of Mather and links north to Folsom Boulevard. This spur is identified as a Feeder Line transit facility in the County General Plan. The County has the right to use this facility for heavy rail. If heavy rail is not established on this route or ceases service in the future, this spur should be maintained for use as an off-street bicycle or transit route. Depending on the status of the heavy rail service, this alignment could be used for an off-street bicycle route on an interim basis or in the near

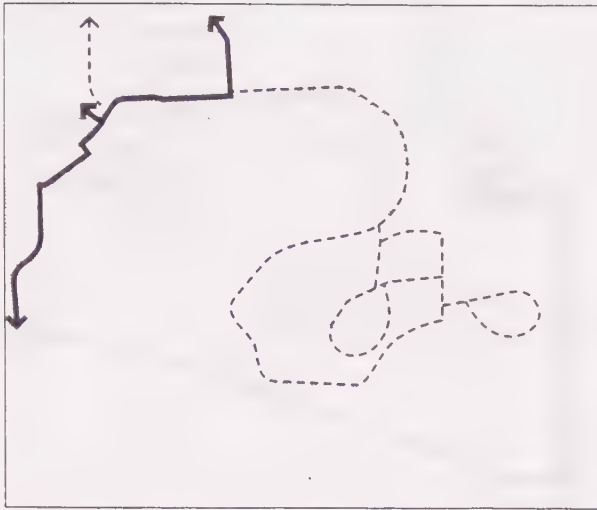


Figure 27

Mather Bikeway Plan

- PROJECT (OR PROPOSED) ON-STREET BIKEWAYS
- PROJECT (OR PROPOSED) OFF-STREET BIKEWAYS

term, and could ultimately be converted to an exclusive bus lane or light rail alignment, depending on ridership, the availability of funding, and the buildout of land uses in the service area.

Bicycle Access and Circulation

The level topography of the site as well as proximity to important regional bicycle routes provides significant opportunities to provide a bicycle network within Mather Field that contributes significant linkages to the County's system of commuter and recreational bicycle routes. Figure 26 illustrates the existing and proposed on and off-street bikeways of the 2010 Sacramento City/County Bikeway Master Plan (Draft, Volume 2, Rancho Cordova area map).

POLICY M-CI-7: Provide for enhanced commuter and recreational bicycle access and linkages through Mather Field.

On-street bicycle lanes currently exist north of Mather Field along Old Placerville, Bradshaw and Mather Field Roads. Off-street paths exist along the American River Parkway approximately three miles north of the site, along the Folsom South Canal on the eastern edge of the site, and along Douglas Road between the Main Base and the residential area. The adopted Bikeway Master Plan identifies additional on-street bikeways through Mather Field connecting Mather Field Road via Von Karman and Whitehead to Mather Boulevard, Zinfandel, Douglas Road and Eagles Nest Road. New roadways within the site are designed to accommodate curbside bicycle lanes that will provide commuter and recreational bike routes across and around the 5,700-acre site. Figure 27 identifies additional on-street bikeways for proposed inclusion in the Bikeway Master Plan. Bike links to Goethe Park and the American River Parkway could also be achieved through enhancements to Routier Road, which is a proposed County bicycle route.





POLICY M-CI-8. Maintain, and upgrade as necessary, the existing off-street bicycle/pedestrian path along Mather Boulevard.

A paved off-street path exists alongside the Mather Boulevard loop. This path should be maintained as a recreational trail that provides a strong linkage between the housing area, regional park, and the Main Base. A portion of the path has been damaged by flooding and drainage problems, and should be repaired early in the development process in order to make this route functional and



Figure 26

Regional Bikeway Plan

	PROPOSED ON-STREET BIKEWAYS		EXISTING ON-STREET BIKEWAYS
	PROPOSED OFF-STREET BIKEWAYS		EXISTING OFF-STREET BIKEWAYS

NOTE: This diagram reflects only a portion of the Regional Bikeway Plan which is relevant to Mather.

take advantage of this existing resource. Where this off-street bicycle/pedestrian path exists, on-street bicycle lanes may be unnecessary. Future alignments of Mather Boulevard and Zinfandel may require reevaluation of the use of this path.

POLICY M-CI-9: Provide bicycle routes through the regional park that link to the Folsom South Canal path and the housing areas, as well as internal park destinations.

As a major recreational destination, the 1,400-acre regional park should incorporate a bikeway system that provides both access to the park from existing regional routes and bicycle connections between various park facilities. The preliminary bikeway routes are diagrammed in Figure 27; however, the actual alignment of these routes may be modified in conjunction with the implementation of the Mather Regional Park Master Land Use Plan.

Pedestrian Circulation

New development within Mather will be accommodated within activity areas separated by large areas devoted to airfield and open space uses. Based on planned land uses, densities and existing development patterns, the greatest concentration of pedestrian activity can be expected within the Main Base and residential neighborhood. The plan seeks to encourage pedestrian movement throughout the planning area by providing sidewalks along shady, tree-lined streets.

POLICY M-CI-10: Maintain the small block pattern and pedestrian orientation of the Main Base Area.

The development pattern of the Main Base is distinguished by the pedestrian scale of existing streets and blocks and the canopy of street trees. The plan provides

for the continuation and strengthening of this pattern by maintaining existing street widths and rights-of-way to the extent feasible, discouraging the merging of blocks, controlling the location of driveway access (curb cuts) and parking areas, as well as strengthening the quality of the landscaping of the central open space and streets.

General Plan policies LU-13 and AQ-25 call for development design that meets the needs of pedestrians and bicyclists. The Mather Specific Plan provides for pedestrian activity through the site layout and street design as well as bikeway access along on and off-street bikeways. Pedestrian activity is particularly enhanced with street landscaping as well as the configuration and design of development (see also the Design Guidelines).

Transportation Systems Management

The General Plan for Sacramento County sets forth specific policies aimed at reducing automobile dependence and improving air quality conditions through the development of alternative transportation modes. These policies focus on:

- a) the development of plans consistent with achieving air quality goals through the use of alternative fuels, low-emission vehicles, transit, intercity rail, and bike and pedestrian facilities;
- b) the coordination of land use decisions throughout the region to promote orderly and balanced growth and an efficient transportation system;
- c) the funding of transportation systems and alternative modes through special taxes, assessment districts, and developer dedications to aid in trip reduction; and

- d) the full and accurate analysis of alternative transportation modes, including expanded bus service, private carrier operations, road capacity improvements and rail transit, prior to funding roadway improvements.

POLICY M-CI-11: Develop a Transportation Systems Management (TSM) program aimed at achieving regional objectives related to improved air quality, the reduction of automobile trips, and the use of alternative modes.

It is recommended that Mather be incorporated into the Folsom-Cordova-El Dorado Hills Transportation Management Association (TMA) to develop and coordinate a comprehensive TSM program aimed at implementing these General Plan policies. This group would be responsible for establishing a specific TSM program through coordination with the County and regional agencies (Regional Transit, SACOG, Caltrans) as well as individual developers and tenants within Mather Field. The TSM

program would include a range of measures aimed at reducing auto dependence, including transit incentives, carpooling, preferential parking policies, the development of refueling or recharging facilities for low-emission vehicles, etc. The precise combination of measures adopted by various businesses will depend upon the nature of the operations; however, the TMA should prescribe a minimum trip reduction goal as a threshold.

Each project developer and tenant within the planning area would be required to join the TMA and to financially support the organization. The TMA should be staffed by an Executive Director responsible for providing assistance to project developers and tenants in meeting TSM goals. The Executive Director will work closely with the area developers and tenants to establish employee subsidy programs for encouraging the use of carpools, vanpools and transit. Telecommuting and the use of staggered work hours or compressed work week programs will also be encouraged.

Utilities and Public Services

At its peak, Mather Air Force Base supported more than 9,000 jobs and 3,000 residents, and provided infrastructure and utility services to the developed portions of the base. As new activities are being planned for Mather Field, optimum use should be made of the existing facilities to reduce up-front capital costs and to promote economic development. However, it is recognized that the existing systems will require substantial upgrades and extensions over the life of the project to meet current County standards and the demands projected by the development program.

This chapter of the Specific Plan describes the program of planned utility improvements required to support the buildout of Mather Field. The Implementation chapter addresses the strategy for their phased implementation over the life of the project.

POLICY M-UT-1: Plan for utility upgrades that meet current County standards over the long term. Place a priority on improvements that meet life safety and minimum performance standards.

Ideally, infrastructure systems at Mather would be replaced or upgraded to meet current County standards. However, such upgrades would be extremely costly to implement up front. In order to allow new revenue-generating uses to be established at Mather, priority should be placed in the near term on infrastructure improvements that address minimum life safety standards and meet reasonable levels of performance. Over the long term, as revenue is generated on the site, improvements to achieve County standards would be implemented.

Wastewater System¹

Existing System

The existing wastewater system serving Mather Field consists of three major subsystems serving the Main Base, residential, and the golf course area at the south-east corner of the site. Collected wastewater is conveyed to the abandoned treatment plant site, where it is combined and transported through the Mather Outfall to the Mather Pump Station, which is operated by the Sacramento Regional County Sanitation District (SRCSD). Wastewater flow is pumped through a 12-inch force main to an interceptor at Kiefer Boulevard and Mayhew Road. At this point, the wastewater is conveyed through the regional interceptor system to the regional treatment plant located in Freeport on the Sacramento River, approximately 13 miles west of the base.

The main sewage outfall facilities consist of one 18-inch and one 21-inch pipe from the Main Base, two 12-inch lines from the base housing area, and one 8-inch line from the golf course. These lines all terminate at the old treatment facilities near the southwest corner of the property. The treatment facilities are no longer in use with the exception of the equalization ponds, which store excess wet weather flows, and a metering station to meter flows which discharge to the county regional system.

Many of the current wastewater facilities are over 50 years old and do not meet existing County standards for new development. However, the system has operated adequately to serve military activities, and portions of the

system will be able to serve new development during the initial phases of the project, if adequate rehabilitation work is undertaken to resolve problems of inflow and infiltration. The Mather outfall, pump station and force main facilities are of recent construction and are in good condition, but may not provide sufficient capacity to service buildout of the proposed project.

Several General Plan policies provide guidance regarding the provision of sewer and water service. LU-60 specifies that sewer and water systems not provide greater capacity than authorized by the General Plan. PF-9 requires that the sewer system accommodate flows for full urban development within the ultimate service area.

The primary concern regarding upgrades to sewer service at Mather is improving the system to serve projected development. The system does assume inflow from development to the east of Mather Field consistent with the General Plan.

POLICY M-UT-2: Upgrade wastewater facilities as new development occurs.

Onsite Collection System. The Main Base is served by adequately sized, but mostly old, sewage collection pipes. In this area, the majority of upgrades to the system will be implemented as new development occurs. Several area-wide trunk lines (12 inches or greater), however, will be needed to serve larger areas.

The existing outfall equalization ponds and discharge metering facilities will remain in service for the early

¹The findings and recommendations of this section are based on the "Mather Reuse Infrastructure Analysis" prepared by Nolte and Associates, September 1994.

development period and be phased out as facilities are repaired or replaced. It is anticipated that the level of proposed development will not create flows in excess of the current base discharge limits contracted with SRCSD. Proposed improvements to the “backbone” wastewater system are described in Figure 28.

Regional Trunk Facilities. The SRCSD Sewerage Expansion Study has identified major future trunk facilities adjacent to and passing through Mather which will serve all future planned development within Mather Field as well as the surrounding region. Timing of these facilities will be crucial for the development of areas that are more remote (e.g., south of the airfield, northeastern quadrant of the base, commercial recreational parcel) and for phased development after the existing system reaches capacity. The proposed trunk lines consist of 33 to 39-inch pipelines within Mather Field.

The Bradshaw Interceptor is anticipated to reach the project site within the next 5 to 10 years, and therefore will be available to assist in intermediate phased development (Phase Two, as described below). The Mather Interceptor, which will convey most of the wastewater flow from south of the airfield, is not planned for construction until 2004 to 2009. Any areas south of the airfield requiring sewage outfall before this time period may either need an interim outfall or will require early construction and later reimbursement for the regional lines.

POLICY M-UT-3: Rehabilitate or replace, as necessary, the sewer collection system in the residential area prior to reuse of the housing.

The existing sewer collection system in the single-family housing area must be rehabilitated or replaced prior to reuse of the homes. The process for approval of reuse of the housing area should address any maintenance issues that may exist where existing sewer lines are located in the backyard areas of houses, including obtaining sewer easements.

Water System Facilities²

Mather has historically been served with groundwater supplied from onsite wells and treatment facilities. The Main Base and housing areas are two distinct geographical service areas in Mather Field. The Strategic Air Command Center is a remote geographic area (south of the runways) served from the Main Base system; the golf course clubhouse is served from the housing system, but the golf course irrigation system is a separate system operated and maintained by the Parks Department. There is an intertie, with limited capacity, between the housing and Main Base systems which has been used only in emergencies.

The water supply facilities consist of four wells within the Main Base Area, five wells within the existing housing area, and centralized treatment in each area where the well water is pumped before entering the distribution system. The treatment consists of iron and manganese filtration at the housing system only, and chlorination at both the housing and the Main Base systems. The base was granted a 1993 permit renewal from the State Department of Health Services to operate the supply system. Storage facilities consist of one 650,000-gallon reservoir

²The findings and recommendations of this section are based on the “Mather Reuse Infrastructure Analysis” prepared by Nolte and Associates, September 1994.

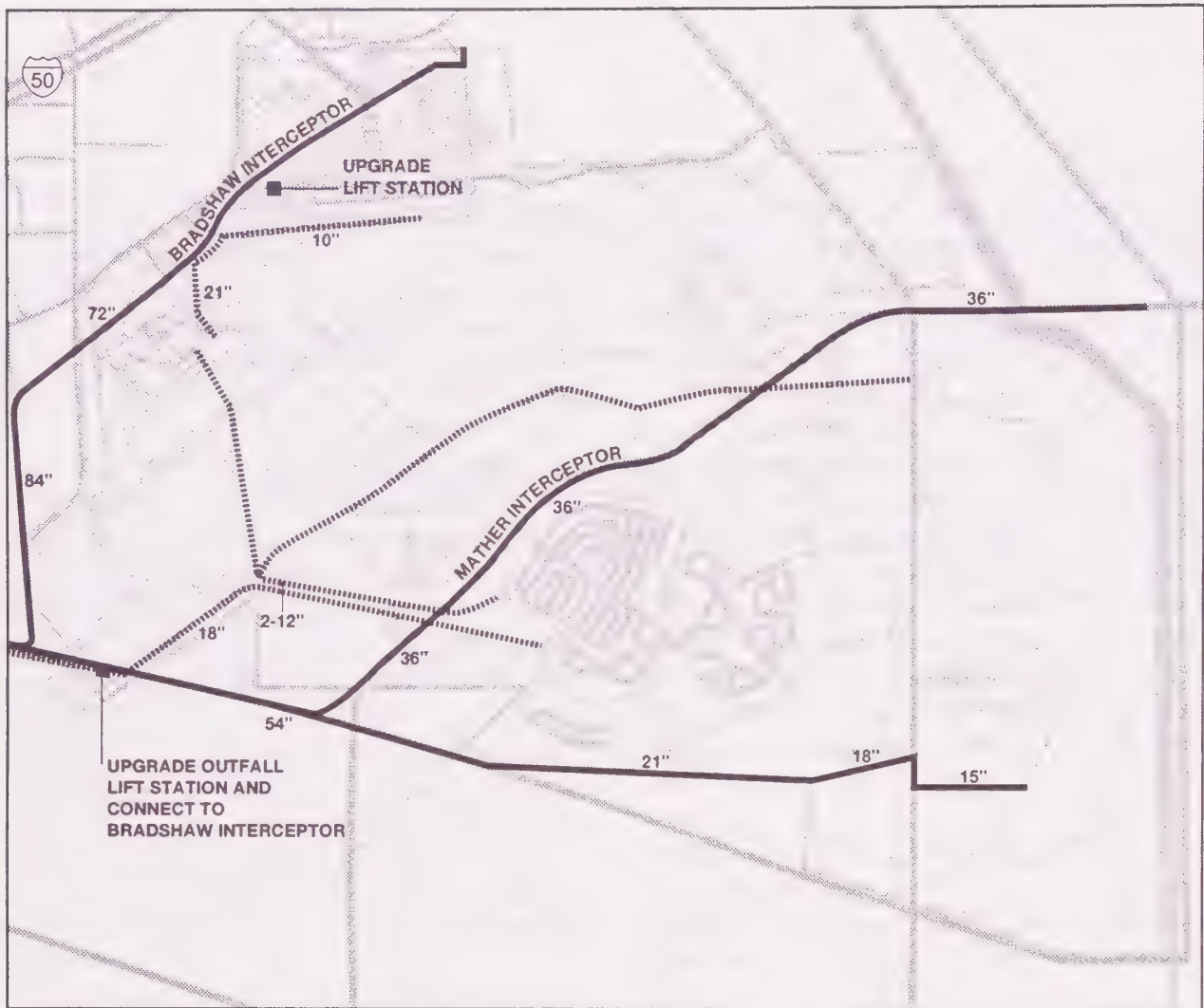
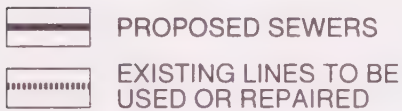


Figure 28

Wastewater System



NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

in the Main Base Area and one 300,000-gallon water tower in the northwestern portion of the base. The housing area is also equipped with a single 500,000-gallon tank.

As of April 1997, not all of the existing water supply and storage facilities are available for use. One housing area well is no longer in service because of concern about movement of a nearby trichloroethylene plume, while another well is offline because of a mechanical failure. In March and April of 1997, three of the four Main Base Area wells tested positive for the chemical perchlorate, and per State Department of Health Services (DHS) directive, cannot be used as a source of drinking water. Therefore, a single well is presently (April 1997) supplying all of the drinking water for this service area. In addition, the 650,000-gallon reservoir cannot be used in its existing condition, also per DHS directive.

The County has initiated an immediate effort to address supply and storage facility problems. Several projects are scheduled for completion by midsummer of 1997, including: connecting the presently underutilized housing area water system to the Main Base system to provide additional capacity to the Main Base Area; replacing the 650,000-gallon Main Base reservoir with a one million-gallon steel tank; and connecting the hospital to the Arden-Cordova Water Service. Long-term source replacement alternatives for the affected wells are also being evaluated.

Fire flow capacity is also an area of concern related to the water supply and storage systems. The proposed system upgrades (Figure 29) will provide the level of protection required by the local fire district to most locations in the Main Base and housing areas. Capacity is currently limited by pipe size and location, and by insufficient storage. Distribution system improvements are being made with

the EDA grant roadway project, and the proposed one million-gallon storage tank will substantially improve storage, thereby improving fire flow capacity.

Future additional supply and storage facilities to meet buildout demand of the project have been projected to include five new wells, each with an average capacity of 1.5 million gallons per day (mgd), and the addition of approximately 4.5 mgd of storage capacity.

POLICY M-UT-4: Provide adequate water supply, storage and distribution facilities to serve existing and new development. Upgrade existing facilities to meet County standards, including those for fire flow.

To convey the ultimate system demands while maintaining adequate system pressures will require a properly sized and looped distribution system. The distribution grid within each development area of Mather will be made up of mostly 10 and 12-inch pipelines, while larger transmission mains up to 16 inches in diameter will be necessary to move demand flows between the supply and storage facilities. In addition to the "backbone" system diagrammed in Figure 29, additional facilities may be required to meet fire flow water pressure requirements.

The condition of the existing distribution system is suspect; operators report frequent leaks, and the age of the system (averaging about 40 years) puts it near the end of its expected life. Numerous valves and fire hydrants are broken and operate poorly. Backflow prevention devices will also be required on all service connections per the County Code. The production, treatment, and storage facilities will require extensive modification just to meet health and safety requirements, and even more extensive upgrades would be required to meet County standards for new facilities.

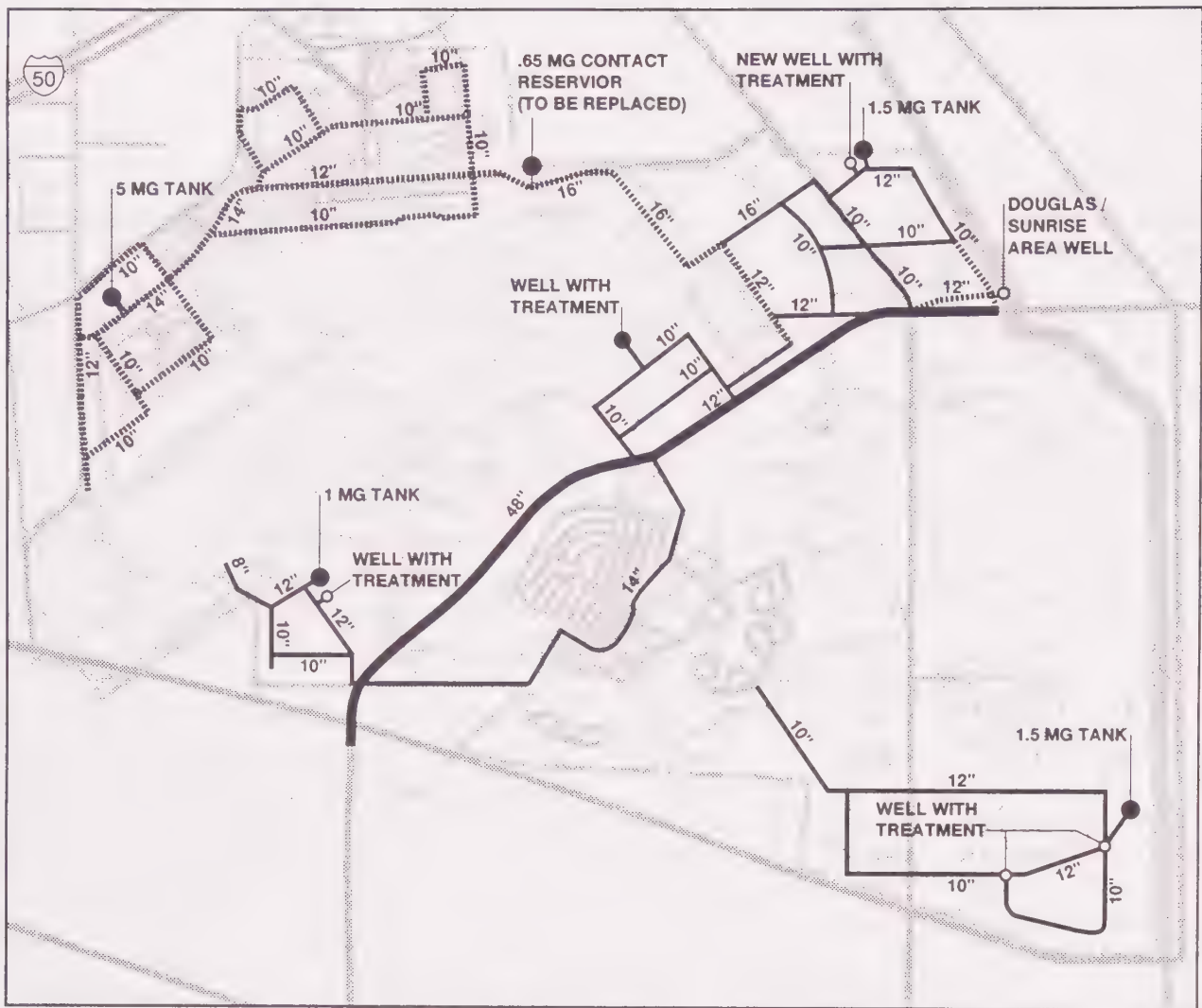





Figure 29

Water System

PROPOSED WATER LINES

	ZONE 40 TRANSMISSION MAIN
	ZONE 40 IMPROVEMENTS
	MFPFFP IMPROVEMENTS

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area. Additional water system lines in the main base area are not shown due to the scale of this map

POLICY M-UT-5: Require water meters to be installed with each new use.

Water meters do not currently exist on the site, and should be installed by each new user as development occurs or as land is leased (i.e., retrofit existing services with a change of use).

POLICY M-UT-6: Encourage the use of low-flow fixtures to reduce water consumption.

In order to reduce water consumption and wastewater flows, plumbing fixtures and other water-conserving appliances should be installed in new development and retrofitted in existing development, particularly in the housing area. Water-conserving landscaping will be required per the existing County Code.

General Plan policies CO-20 and CO-21 address requirements for a Master Water Plan. CO-20 specifically requires that a Master Plan for water supply be adopted and agreements and financing for supplemental water supplies be in place prior to granting entitlements (tentative maps) for urban development. Water supply facilities currently allow a maximum of 4.6 mgd of groundwater to be extracted at Mather Field. Based on the historic use of groundwater at Mather and existing facility capacity, it is recommended that the Board of Supervisors find that development commensurate with the existing facility capacity of 4.6 mgd be allowed. New water production facilities that would increase water usage beyond this level will not be permitted prior to meeting the requirements of CO-20. In addition, any Master Water Plan shall meet the planning objectives identified in Policy CO-21.

General Plan policies CO-37 and CO-38 call for the use of water-efficient landscaping and native vegetation. The Specific Plan design guidelines provide for the use of drought-tolerant landscaping throughout Mather Field and for the continuation of areas of native grasslands in portions of the Mather Field Regional Park. Some areas of turf and more heavily irrigated landscaping will occur, including in landscape corridors between the street and sidewalk in the active use areas of the Regional Park. Some areas of turf and more heavily irrigated landscaping will also occur in the Main Base open space corridor and in some areas of the Cordova Sports Park. Water conservation in these areas will be encouraged; however, these exceptions should be allowed to meet specific objectives, including active park areas for public use. Specifically to address CO-37, Mather Lake in the Mather Regional Park will include a turfed area on the western edge of the lake, with the remaining north, east and south sides of the lake planned as a wildlife preserve, landscaped with native vegetation.

Drainage Facilities³

Existing Facilities

The existing drainage system for Mather consists of a series of storm sewers, culverts and channels which ultimately discharge into Morrison Creek. Drainage from the northern portion of the project site discharges into a ditch located near Old Placerville Road at the western edge of the site. Drainage flows from the runways are routed through a series of storm sewers which discharge to either a channel parallel to and south of the runways (East Ditch) or a box culvert which runs perpendicular to

³Ibid.

the western edge of the runways. Offsite drainage flows, generated by properties adjacent to the northern boundary of Mather Field, enter a box culvert that runs under the eastern end of the runways. Runoff from the grassland surrounding the existing runways flows through a network of roadside ditches, culverts and channels, ultimately discharging into Morrison Creek. Drainage from the existing residential housing area is collected by a storm drain system which releases into Morrison Creek. Existing drainage pipelines are located in the streets of the Main Base and the existing housing areas. Existing outfall facilities consist of natural and man-made channels and ditches.

In the developed areas of Mather and in the vicinity of the runways, localized flooding does occur due to inadequate and undersized pipes, the lack of drainage facilities (drop inlets, gutters) along existing roadways, and inadequate surface drainage near the southwestern runway approach zone. Overall, the majority of drainage problems at Mather stem from inadequate street grading and drop inlets. Few of the existing streets are graded to drain to drop inlets, and the inlets that do exist are substandard in terms of capacity or design, and generally impede the flow of water into them. One facility of special concern is the West Ditch at the western edge of the aviation support area, consisting of a large open channel discharging to a 7-foot by 11-foot box culvert beneath the airfield. While this facility is adequate for drainage purposes, relocation of the channel would greatly enhance the efficient use and development of the area. The relocation of the West Ditch should be considered, if economically feasible, for creating a larger, more useable parcel.

POLICY 7: Upgrade and extend existing storm drainage facilities to provide a level of protection that meets current County standards.

Studies undertaken in 1987 indicate that the existing drainage facilities within the Main Base and aviation support area are generally adequate to convey storm runoff from the more frequent two and five-year storms with only moderate ponding. However, the studies determined that the majority of existing facilities within the Main Base and the aviation support area do not have the capacity to convey more intense runoff of the 10-year and 100-year storm events without the occurrence of significant flooding. Other existing systems, including drainage facilities in the existing housing area, were found to be almost entirely inadequate to convey even the two and five-year runoff. In order to meet basic health and safety requirements, most of the local systems will require parallel or replacement facilities.

The existing outfall facilities, including the culvert beneath the runways, are generally adequate to serve the development program. However, peak reduction facilities are recommended upstream of outfall facilities where protection from the 100-year runoff is inadequate. Large diameter pipelines, concrete box culvert structures and improved channels will be necessary to allow higher intensity development to occur in some areas where outfall facilities are undersized or exist as natural swales. Stormwater detention ponds are recommended to mitigate increased runoff due to added impervious surfaces. These ponds may also be designed to act as stormwater quality facilities for the resulting urban storm runoff.

Proposed improvements to the drainage system are shown in Figure 30. Local improvements (drop inlets, gutters, street grades) will be undertaken as streets are improved. In the interim period, ponding and flooding of streets will occur.

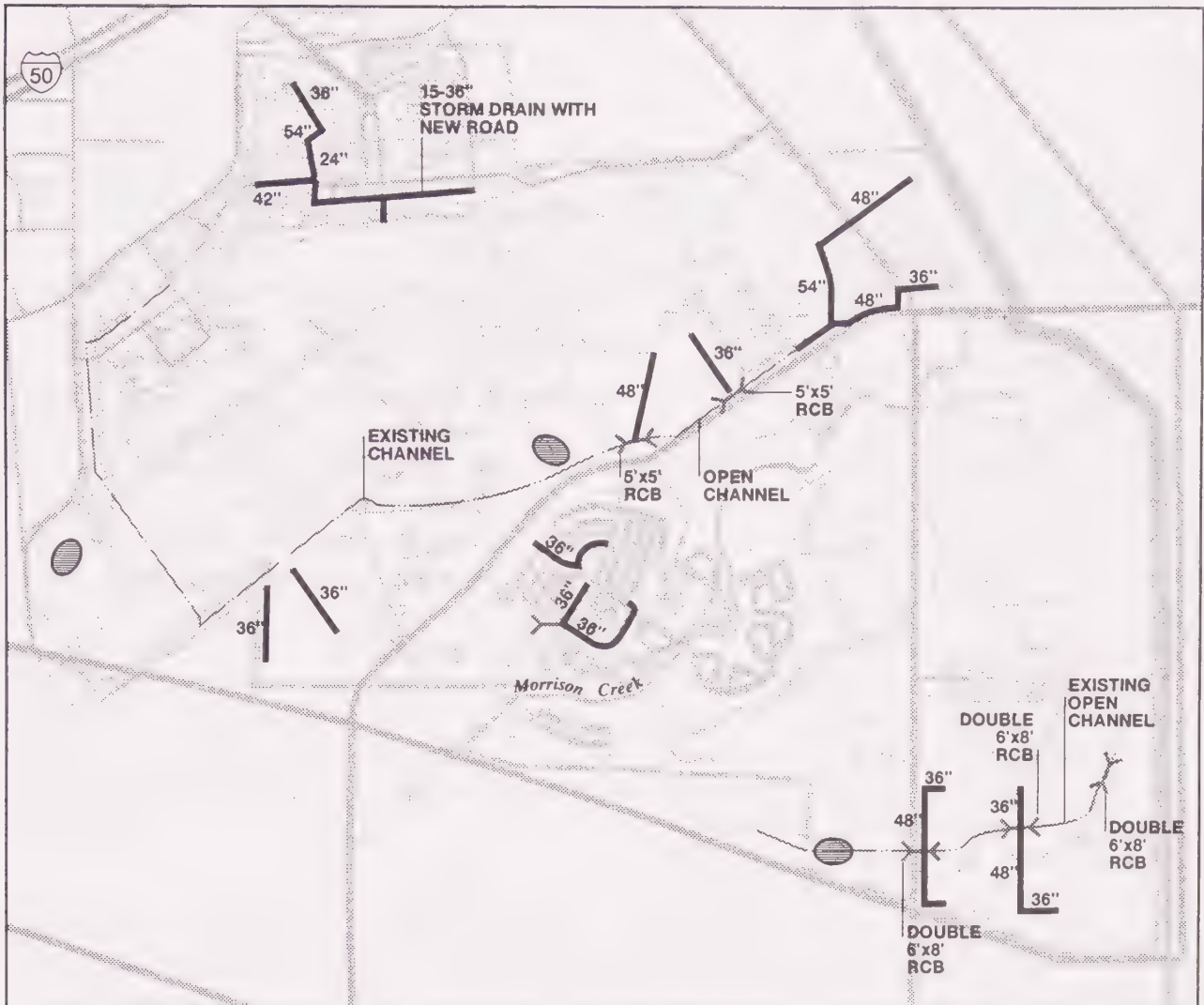
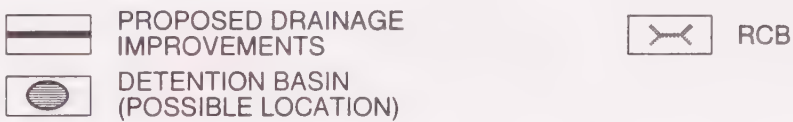


Figure 30
Drainage System



NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

General Plan policies CO-9, CO-10 and SA-12 provide direction regarding runoff control measures. The proposed drainage system does identify drainage improvements, including potential locations of detention basins consistent with this policy. Direction provided by the General Plan policies shall be carried out during implementation of the Specific Plan.

General Plan policy SA-5 requires a comprehensive drainage plan be prepared for urbanizing streams and their tributaries. Much of Morrison Creek and its tributaries is within the Regional Park and is planned as a natural area. However, if any development is to occur within the 100-year floodplain, primarily in the commercial recreation district or the South Airport Industrial Area, the requirements of SA-5 must be met.

POLICY M-UT-8: Encourage the realignment of the West Ditch within the North Airport Area to the edge of the site.

A drainage ditch bisecting several parcels in the North Airport Area (parcels A6, A15, A14, A13) diminishes the usable area and efficiency of the parcels. This ditch receives surface water from the entire base and is a site of significant contamination by waste oil and solvents.⁴ It is recommended that the drainage channel ultimately be relocated to the northern and western edges of the parcels and be incorporated within the landscape treatment for the adjoining roadways. In addition to improving the usable land area, a realigned facility may also incur less damage to water quality resulting from runoff of adjacent industrial activities. Because realignment is not necessary

for drainage requirements, funding of this improvement would be provided by a lessee or site user.

Gas, Electric and Communication Services⁵

The on-base services have been operated and maintained by base personnel, with points of connection from local purveyors at main meters near entrances to Mather Field. It is intended that local purveyors take over or replace the existing facilities, and that the operation and maintenance of the gas and electric services will become the responsibility of these utility companies.

POLICY M-UT-9: Provide gas, electric and telecommunications services necessary to support development. The undergrounding of utilities is encouraged, particularly as utility and street upgrades occur.

Gas. The existing gas system has been reviewed by private utility providers, which have indicated that the existing gas system is inadequate or substandard, and must be replaced and/or upgraded. These upgrades will be provided by the utility company or future developers.

Electricity. Electrical service to Mather will be provided by SMUD, with typical requirements to provide the necessary trenching and conduit. These improvements will be undertaken in conjunction with roadway improvements. Meters to specific buildings will have to be installed by new users as buildings are reused or constructed.

⁴EIP Associates, "Mather Field General Plan Amendment FEIR," 1994.

⁵ibid.

Telecommunications. Communication services to Mather Air Force Base have been provided by Pacific Bell up to the property line, at which point Pacific Bell equipment ends and military equipment begins. There are a fixed number of phone lines available to the site from this boundary. When all of the existing phone lines have been assigned, additional equipment will need to be installed to provide service to users. In order to continue using the existing communications equipment, a private contractor would need to be retained to maintain the system as the military personnel did in the past.

Tenants may also have a telephone company install equipment that better meets their communication needs. This is a common practice with military base conversions. Secondary equipment can be installed off the existing equipment at the property line. Due to regulations, this equipment can only be sized for the applicant's existing service needs.

When public streets are constructed on the property, communications equipment can then be installed that will allow for multiple hookups. Developers would then pay for any necessary equipment beyond 200 feet of the hookup site, along with normal service charges. Until that time, new equipment must be paid for by individual applicants.

Overhead utilities should be placed underground in conjunction with major street improvement projects. Currently, as part of the upgrading of the core circulation system, utilities are being placed underground along the Main Base couplets: Whitehead and Von Karman Streets, and Norden Avenue and Mather Boulevard.

Table 4
Proposed Parks and Recreational Facilities

	Acres
Mather Regional Park	1,485
Mather Community Park	35
Mather Golf Course	174
Main Base Park	0,004
Total	1,698

Parks

Mather is planned to become an important focus of parks and recreational activity within the region. A regional park of 1,485 acres, accounting for approximately one-quarter of the site acreage, will be established in the southeastern quadrant of the site. An existing 18-hole golf course is incorporated within this park. At the northern edge of the property, the Cordova Recreation and Parks District has obtained a sports complex of approximately 35 acres, including ball fields and recreation buildings. In addition, the central open space within the Main Base will be developed as a linear park that will total approximately 4.5 acres (excluding the chapel) for active and passive recreational use. In total, there will be nearly 1,700 acres of parks and recreational fields established within Mather Field (see Table 4).

POLICY M-UT-10: Establish a regional park that addresses the growing need for recreational resources in the Sacramento region.

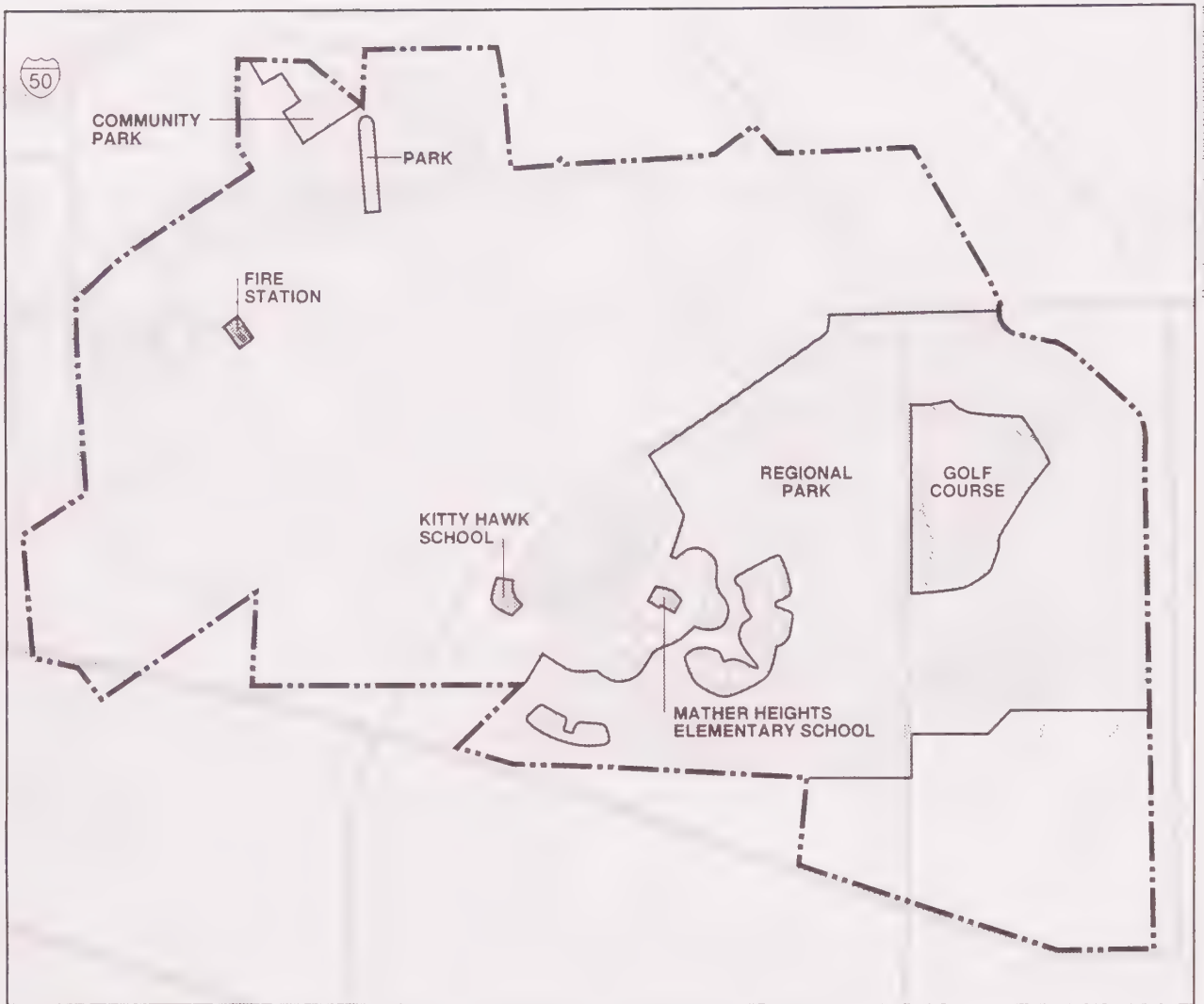


Figure 31

Parks and Community Facilities Plan

A system of regional parks and open spaces provides a significant contribution to the enjoyment and quality of life experienced within the region. As Sacramento continues to grow and expand, new areas for outdoor recreation and the preservation of environmental resources will be demanded. Based on a goal of 20 acres of regional parkland per 1,000 residents, the Sacramento region, with approximately 1 million residents, currently meets only one-half of this demand. Located within the Highway 50 corridor, a regional park at Mather can help to offset this shortfall in a location that is growing both in jobs and housing.

A plan for the regional park has been prepared that provides for a variety of recreational interests and experiences. The facilities planned include a nine-hole golf course, a velodrome and adventure playground, an amphitheater, festival grounds, and soccer and volleyball complexes. A portion of the park is set aside as a wildlife preserve, and a system of equestrian, bicycle and pedestrian paths is proposed through the park.

POLICY M-UT-11: Establish community and neighborhood parks that meet the needs of Mather residents.

Reuse of housing will add approximately 3,200 new residents to the site. Based on the Quimby Act standard of 5 acres of community and neighborhood parks per 1,000 residents, 16 acres of community and neighborhood parks must be provided to serve new residents. There will be a significant amount of parkland available to new residents with the surrounding regional parks, as well as the proposed 35-acre sports complex. The provision of neighbor-

hood parks will be reviewed as part of the application for reuse of the housing.

Schools⁶

The two existing schools at Mather Field have been conveyed to the Folsom Cordova Unified School District (FCUSD). The Mather Heights Elementary School is centrally located on approximately 12 acres within the housing area. The capacity of the school is 629 students. The Kitty Hawk Elementary School is located on approximately 11 acres with an associated school open space area of approximately 6 acres. The capacity of this school is estimated to be 212 students.

POLICY M-UT-12: Ensure that adequate school facilities are available to Mather residents.

Using FCUSD student generation rates, the reuse of the 1,271 housing units and the renovation of 60 single-family transitional housing units at Mather Field would create a demand for 507 elementary school students, 131 junior high students, and 157 high school students (see Table 5). The reuse of the existing elementary school facilities is sufficient to accommodate the demand for elementary school students onsite. The estimated 131 grade 7 and 8 students could be absorbed into existing facilities. The 157 high school students would exceed current facility capacity by an estimated 65 students; however, the District is planning to develop a new high school in the future which would accommodate demand from Mather Field as well as surrounding areas.

⁶The data and findings of this section are based on the "Mather Field General Plan Amendment FEIR" prepared by EIP Associates, 1994.

Table 5
Projected Student Generation Rates

	Single-Family	Multi-Family	Total
Primary Grades K–6	495	12	507
Junior Grades 7 and 8	127	4	131
High School Grades 9–12	153	4	157
Total	775	20	795

School Generation Rates:

K–6: SF = 0.39; MF = 0.20.

7–8: SF = 0.10; MF = 0.06.

9–12: SF = 0.12; MF = 0.07.

Residential units include 1,271 single-family dwelling units and 60 multi-family transitional housing units.

Source: EIP Associates, Inc.

Station 62 is located on Bradshaw Road near Old Placerville Road, and has an estimated response time of almost five minutes to the Old Placerville Road Gate and seven minutes to the main gate. Station 66 is located on Kilgore Road south of White Rock Road, and has a response time of almost five minutes to the property line at International Drive and Data Drive, and a response time of almost six minutes to the front gate. The Insurance Services Office (ISO), the entity that rates fire districts on their ability to defend against major fires, recommends that fire stations be located within 2.5 miles from residential development and 1.5 miles from commercial development.

POLICY M-UT-13: Establish adequate fire station facilities onsite to service the airport and associated functions, and the remaining industrial, recreational and housing areas north and south of the runways.

Public Safety⁷

Fire Protection

Upon conveyance, the majority of Mather Field will be within the jurisdiction of the Sacramento County Fire Protection District (SCFPD). The area south of Douglas Road and east of Eagles Nest, plus the portion of the commercial-recreational district west of Eagles Nest, are within the Florin Fire Protection District (FFPD). The SCFPD has three fire stations that serve Mather Field (with three more as backup within a reasonable proximity). Station 61, located on Folsom Boulevard near Coloma Road, is approximately 2.2 miles from the front gate, with an estimated emergency response time of 6.5 minutes.

Adequate fire protection is an important consideration for airports. Most airports with passenger service typically have onsite fire and safety personnel that have specialized training and equipment. Even though Mather is not planned for commercial passenger service, existing station locations outside of Mather Field have response times that would provide a reduced level of protection to the airfield compared with that which would be available with an onsite location. It is recommended that a new fire station be established at Mather Field, either through rehabilitation of the existing fire station located on the airfield apron at the end of Neely Road or at another location deemed suitable by the Sacramento County Fire Protection District.

⁷Ibid.

Fire protection is also of concern for the residential area, which is surrounded by grasslands to be maintained as open space. Use of the existing fire station would necessitate an eventual tie-in of the south end of either Zinfandel Drive or Kilgore Road to Mather Boulevard, to provide an adequate response time to the residential area south of the runways.

The SCFPD has recommended that a new station located near Douglas Road and Mather Boulevard may be able to adequately serve all areas of the base from a single location. Establishment and operation of any onsite fire station will be conditional upon adequate capital and operational funding.

Law Enforcement

POLICY M-UT-14: Provide adequate law enforcement services to Mather.

Law enforcement at Mather will be provided by the Sacramento County Sheriff's Department. The response times for law enforcement services are typically measured as critical calls, which are defined as potentially life threatening situations. Three factors influence average response times: telephone operations, officer transit time, and dispatch queue time. The Peace Officer Standards and Training Commission has set a one to two-minute benchmark for queue time. Sacramento County's queue time increased from 1987 to 1989 from 2.84 to 3.77 minutes, indicating a need for additional staff to handle calls. The Department uses an overall goal of one officer per 1,000 population to meet law enforcement demands. Assuming this goal, three new officers would be required to serve the projected resident population of 3,000 persons. Staffing assumes existing resources. Over time, as revenues are generated at the site, law enforcement staff levels at Mather, as well as for the county as a whole, may increase.

Environmental Management

Introduction

This chapter of the Mather Field Specific Plan addresses issues related to environmental conditions and constraints, including natural resources, hazardous materials, airport noise and safety. Mather Field is composed of nearly 6,000 acres of annual grassland habitat, portions of which remain in open space, while other areas have been intensively used and converted to urban land during its use as an airfield. The open space portions support a diversity of plant and animal species, including sensitive habitats associated with vernal pools, seasonal wetlands and riparian corridors. Mather also contains valuable mineral resources, including construction-grade aggregate deposits. Due to a history of industrial and aviation uses, portions of the site have been contami-

nated by hazardous materials and wastes. These sites must be remediated consistent with applicable laws prior to reuse. Finally, airport operations will result in noise and safety considerations that will affect land use and development in the vicinity of the airfield.

Biologic Conditions¹

Undeveloped portions of Mather Field are composed primarily of annual grassland and Valley-Foothill riparian habitats. Vernal pools and seasonal wetland swales occur within the grasslands, and small amounts of riparian habitats occur along portions of Morrison Creek, Mather Lake, and the several ephemeral tributary drainages that traverse the site. Figure 32 depicts the natural habitats on the site.

¹This section is based on information contained in the *Mather Field General Plan Amendment Final Environmental Impact Report*, prepared by EIP Associates, 1994.

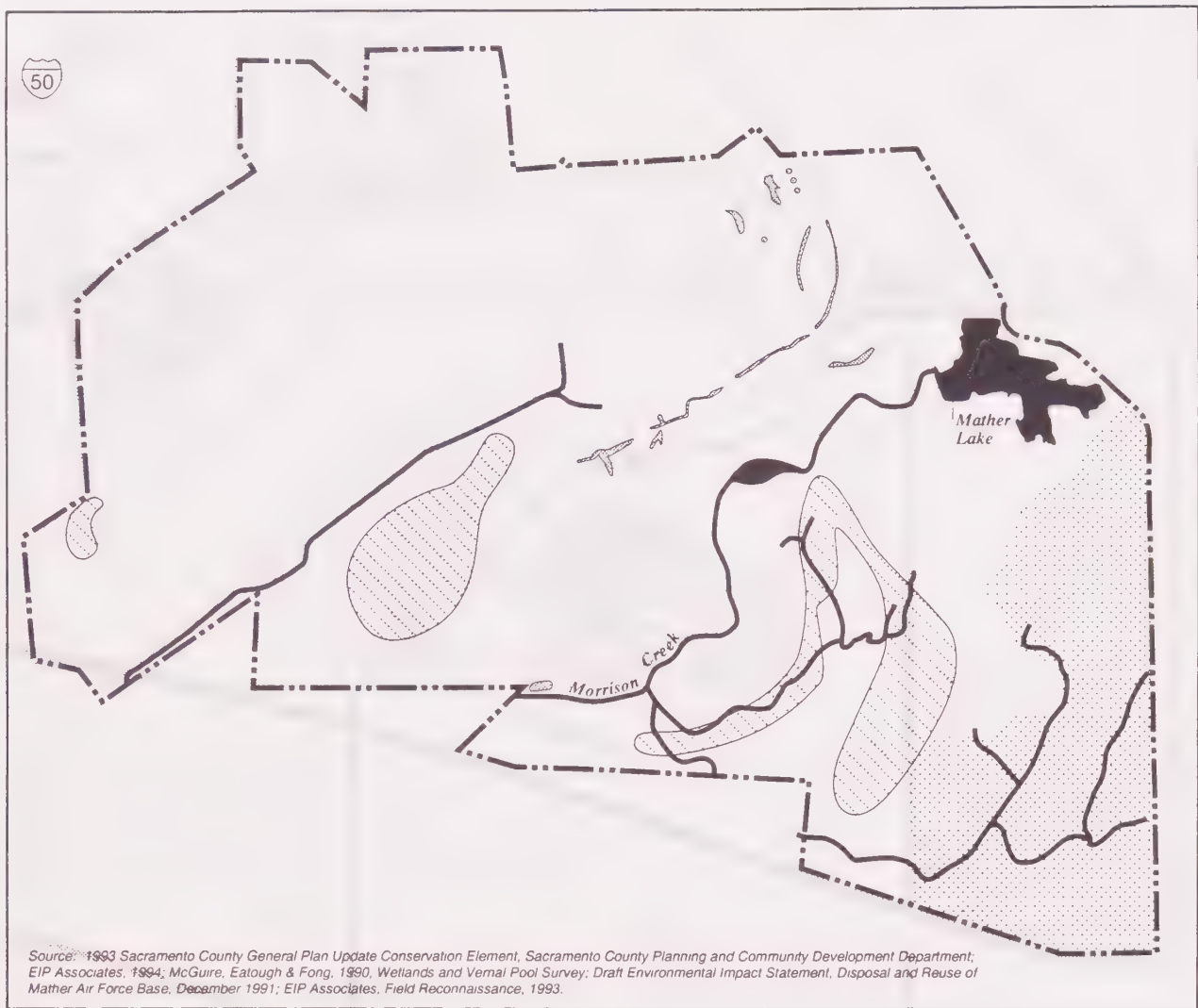








Figure 32

Natural Resources

	VERNAL POOL COMPLEX		ANNUAL GRASSLAND WITH SCATTERED TREES AND SHRUBS
	SEASONAL WETLANDS / VERNAL POOLS		MORRISON CREEK / DRAINAGES
	ANNUAL GRASSLAND		POTENTIAL AGGREGATE MINING AREA

Mather is home to several special status plant and animal species, including species that are listed as threatened or endangered by either the California or Federal Endangered Species Acts. More specifically, in terms of birds and raptors, the Burrowing owl, Northern harrier, Tricolored blackbird and Black-shouldered kite are known to have occurred on the site. In general, these species use the grassland areas for foraging and riparian areas and the margins of Mather Lake for nesting. Several species of concern area associated with vernal pool and seasonal wetland habitats have been observed on the site, including the *Legenere limosa* (plant taxa), *California linderiella* (fairy shrimp), Vernal pool tadpole shrimp and Western spadefoot toad. Other special status plant and animal species are suspected to occur on the site, but have not been observed.

POLICY M-EM-1: A policy determination regarding the preservation of vernal pool resources and/or mining of aggregate resources in the South Airport Industrial Subarea shall be made by the Board of Supervisors after completion of both a basewide biological resource study and the Mather Field aggregate resource study.

POLICY M-EM-2: Conserve and enhance habitat for sensitive species consistent with state, federal and local regulations and agreements.

POLICY M-EM-3: Encourage the development of a restoration plan for Morrison Creek within the Regional Park.

POLICY M-EM-4: Utilize grade separations and vegetation rather than fencing to restrain the public from uncontrolled access in open space areas wherever feasible.

POLICY M-EM-5: Provide permanent mitigation for wetlands lost at Mather due to development or aggregate resource extraction.

Several General Plan Conservation Element policies address habitat issues related to the Specific Plan. These include policies CO-63 (include a complete inventory of seasonal and permanent marshland, riparian habitat, and riparian woodland); CO-66 (encroachment in the floodway shall be consistent with policies to protect marsh and riparian habitat); CO-71 (identify areas for restoration/creation of marsh or riparian habitat); CO-83 (no net loss of vernal pool acreage and/or values and function and mitigate any loss); and CO-147 (identify suitable habitat for threatened and endangered species). The General Plan amendment EIR includes a comprehensive discussion of natural biologic resources based on several studies, including a 1990 wetland delineation study conducted for the entire Mather Field project area and additional field reconnaissance done for the environmental document. In addition, further surveys are being conducted as required by the Specific Plan SEIR. These field studies meet the requirements of policy CO-63. While much of Morrison Creek and its tributaries are part of the regional park, those portions in the commercial recreation/institutional area and South Airport Area must meet the requirements of CO-66. The Specific Plan does not preclude either vernal pool preservation or aggregate mining in the portion of the airport property where both resources coexist. If aggregate mining is to occur, General Plan policy CO-83 as well as other environmental regulations must be met. To meet policies CO-71 and CO-147, suitable habitat areas are identified in the Specific Plan, including the natural areas in Mather Regional Park and the airport open space area in the vicinity of Morrison Creek.

Hydrologic Conditions and Water Quality²

Mather Field is located in the Morrison Creek Drainage Watershed. The Morrison Creek stream group is composed of 10 creeks which combine to flow into Beach Lake, approximately 11 miles southwest of Mather Field. Morrison Creek is an intermittent stream which has been dammed in the northeastern corner of the base property to form Mather Lake. During the summer months, Mather Lake is supplied with water from the Folsom South Canal in order to maintain a stable water level.

Mather Field is not mapped on the Federal Emergency Management Agency (FEMA) September 1988 Flood Insurance Rate Map (FIRM) for Sacramento County. Sacramento County does have water surface elevation information for the portion of Morrison Creek which flows through Mather; however, accurate topographical information is necessary in order to determine base flood elevations on the property.

POLICY M-EM-6: Delineate the 100-year floodplain in consultation with the Army Corps of Engineers prior to reuse of the existing housing or approval of new development.

General Plan policies CO-107 through CO-111 provide direction regarding modifications to channels and watercourses. The Specific Plan does not propose specific modifications to any of the channels or watercourses at Mather Field; however, any future development resulting

from adoption of the Specific Plan must be consistent with these policies.

In addition to policies on stream channels, the General Plan identifies several policies related to the design of development along Urban Stream Corridors. This policy does not appear to be applicable to creeks within Mather; however, the Draft Land Use Plan for Mather Regional Park identifies the land adjacent to Morrison Creek as a "natural area," therefore addressing the General Plan policy design concerns associated with urban development.

With respect to floodplains, General Plan policies SA-17 and SA-18 call for vehicular access to be at or above the 10-year flood elevation and for watercourse crossing to be minimized. These policies must be met for newly created lots. (However, lotting of the existing single-family homes would not be subject to this requirement.)

Air Quality³

Mather Field lies within the Sacramento Valley Air Basin, which has been classified as a nonattainment area for Ozone by the United States Environmental Protection Agency and a nonattainment area for Ozone and Particulate Matter pursuant to State of California air quality standards. In addition, Sacramento County is designated a nonattainment area for Carbon Monoxide. Regulation of stationary sources and implementation of emissions standards and other requirements of federal and State laws fall under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

²Ibid.

³Ibid.

Historically, Mather criteria air pollutant emissions resulted from aircraft operation and maintenance, use of motor vehicles and support services. New development at Mather will similarly create air quality emissions from construction and operation of new land uses. At buildout, it is estimated that emissions of three “criteria” pollutants, specifically particulate matter, reactive organic gases and nitrogen oxide, will exceed historical emission levels at Mather.

General Plan policy AQ-15 requires that all new major indirect sources of emissions (primarily from automobiles in the Sacramento Valley) be reviewed and modified or conditioned to achieve a reduction in emissions. A model ordinance (“Indirect Source Review Program, Implementation Guidelines,” February 1995, SMAQMD) has been prepared and will be reviewed, revised, and brought forward for adoption. Pending adoption, the model ordinance was used to estimate compliance of the Mather Field Specific Plan with policy AQ-15. As detailed in Table 6, the project meets the 15 percent emission reduction requirement.

Mineral Resources⁴

The area of Sacramento County immediately surrounding Mather Field is particularly rich in mineral resources. Numerous sand and gravel excavation operations exist in the vicinity of the project site that provide materials suitable for Portland cement concrete, which is demanded by the construction industry. At Mather, con-

struction-grade aggregate deposits have been identified throughout the base property, particularly around the existing runways. It is estimated that 40 million tons, representing a five to eight-year supply of aggregates, could be extracted from the area south of the runways. There are no estimates available for the other sites.

As shown in the Natural Resources map, mining of Mather could degrade sensitive habitat areas, specifically vernal pool complexes and intermittent drainages. Any mining on this site should be done only after more detailed environmental evaluation of the site and preparation of the appropriate mitigation consistent with state and federal regulations.

An additional consideration with respect to potential future mining activity involves noise and, possibly, air quality impacts on future residents. Future mining activity would be undertaken after appropriate noise and air quality studies.

POLICY M-EM-7: Maintain options for extraction of construction-grade aggregate resources.

POLICY M-EM-8: Require environmental review and the preparation of appropriate mitigation plans prior to allowing mineral extraction.

POLICY M-EM-9: Mining activity at Mather shall be preceded by a mining reclamation plan which complements existing and proposed land uses.

⁴Ibid.

Table 6
Calculation of Air Quality Emission Reductions¹

	Project	Possible
2. Mixed Uses		
A. A mixture of complementary uses are contained within the project site and/or within 1/2 mile of project boundaries.	2%	6%
3. Parking		
B. Project obtains a variance to provide less than the minimum amount of parking spaces allowed by ordinance. <i>(The project changes the zoning code ordinance for the Main Base District to reduce minimum parking requirements and place a cap on the amount of parking allowed.)</i>	1%	1%
F. Project provides smaller parking lots rather than a large expansive lot. <i>(The Design Guidelines call for smaller lots within the Main Base District.)</i>	0.5%	0.5%
4. Transit		
A. Project is located within 1/4 mile of a bus stop. <i>(RT's Transit Master Plan identifies conceptual bus routes into Mather Field along Mather Blvd. North and South and adjacent to Mather Field along Sunrise Blvd. Implementation of these routes will require at least partial buildout of the project in order to provide sufficient densities to warrant transit service.)</i>	2%	2%
5. Bicycles		
A. Project is located within 1/2 mile of a Class I or Class II bike lane. <i>(The majority of development within Mather Field will be within 1/2 mile of a Class I or Class II bike lane.)</i>	1.5%	2%
B. Project provides Class I and/or Class II bike lanes in addition to those listed above. <i>(Additional Class I and Class II bike lanes will be provided through the North Airport Industrial Area and the Mather Regional Park.)</i>	1.5%	1.5%
6. Design		
A. Project's average residential density is 7 du's/ac. or greater. <i>(The transitional housing is in multi-family type units and is located in a mixed-use district.)</i>	0.5%	1%
B. Project's FAR is 0.75 or greater. <i>(Minimum setback requirements and reduced parking requirements in the Main Base District raise the effective FAR.)</i>	0.5%	2%
C. Project provides multiple and/or direct pedestrian access between adjacent, complementary land uses. <i>(The project includes bifurcated sidewalks along streets throughout the area and addresses pedestrian orientation extensively in the Main Base and Campus Districts.)</i>	2%	2%
D. Project provides multiple and/or direct automobile access throughout the project. <i>(The existing grid street system north of the runways will be utilized, creating direct linkages. Additional direct linkages are created within the constraints created by the inability to cross the runways.)</i>	1%	1%
G. Day care facilities are provided onsite or within 1/2 mile of the project. <i>(The transitional housing project includes a day care facility, and the Federal TRACON facility in the Industrial District is proposing day care as a component of its project.)</i>	1%	1%
1. Setback distance is minimized between development and existing/designated transit or pedestrian corridor. <i>(The Main Base District and office subareas have reduced setback requirements and maximum setbacks.)</i>	0.25%	0.25%
7. Administrative		
A. Project participates in a TMA. <i>(Users are required to participate in the Folsom/El Dorado/Cordova TMA.)</i>	3%	3%
Total	16.75%	

¹Based on "Indirect Source Review Program, Implementation Guidelines," February 1995, SMAQMD.

Hazardous Waste

Installation Restoration Program (IRP) Sites

There are 69 known contaminated sites at Mather Field, including contaminated groundwater plumes but excluding underground storage tanks. Sources of contamination stem from maintenance and refueling of aircraft and ground support equipment, as well as other base activities, such as fire protection training, disposal and landfilling. Contaminated areas on the site include landfills, maintenance and refueling areas, drainage ditches, septic tanks, portions of the industrial sewer system, firing ranges, and leaking underground storage tanks. Primary contaminants on the site include solvents, petroleum products, and various solid wastes. In addition, pesticides, herbicides, asbestos, PCBs, radon, ordnance, metals, low-level radioactive waste, landfill gases and medical waste have been identified as potential sources of contamination. Installation Restoration Program (IRP) sites and groundwater plumes are shown in Figure 33. This diagram excludes underground storage tanks.

Groundwater

Currently, efforts are underway to determine the extent of groundwater contamination. These efforts have defined the Aircraft Control and Warning (AC&W), Site 7, and the Northeast Plume boundaries as shown in Figure 33; however, the west and south boundaries of the Main Base Plume have not been defined.

Asbestos

Buildings were tested for the presence of asbestos in 1990. Buildings containing asbestos were given a hazard rating of 1 through 6, with 6 requiring no action and lower

ratings requiring monitoring, repair or abatement. Most buildings in the airport industrial complex were given ratings of "5 - monitoring" or "6 - no action." The existing housing, educational facilities and enlisted bachelor's quarters (BEQs) were also evaluated for asbestos. The housing was not rated, as the presence of asbestos is almost exclusively found in floor tiles, which are not considered hazardous unless they are disturbed by sawing or grinding. Educational facility buildings were given ratings of 5, 6 and 3. The BEQs were rated as 5 and 6.

Lead-Based Paint

The housing and BEQs were tested for lead-based paint. Lead-based paint was identified in the existing housing, but did not appear to present a significant hazardous situation. Cinder block wall in the BEQs registered lead concentration levels above the threshold at which abatement is recommended. This study recommended further testing of this area as well as testing of certain child care facilities.

Toxic Remediation Process

As a federal military installation, the Environmental Protection Agency (EPA), Department of Defense (DOD), United States Air Force (USAF), and California EPA will oversee the investigation and remediation of hazardous substances on the site. The DOD oversees its own Installation Restoration Program (IRP) which identifies, characterizes, and remediates environmental contamination at military facilities. In July 1989, the entire base was added to the National Priorities List (NPL) due to the contamination of a potable groundwater aquifer. The California EPA Department of Toxic Substances Control is the lead agency responsible for overseeing the remediation program, consistent with the requirements of federal regulations.

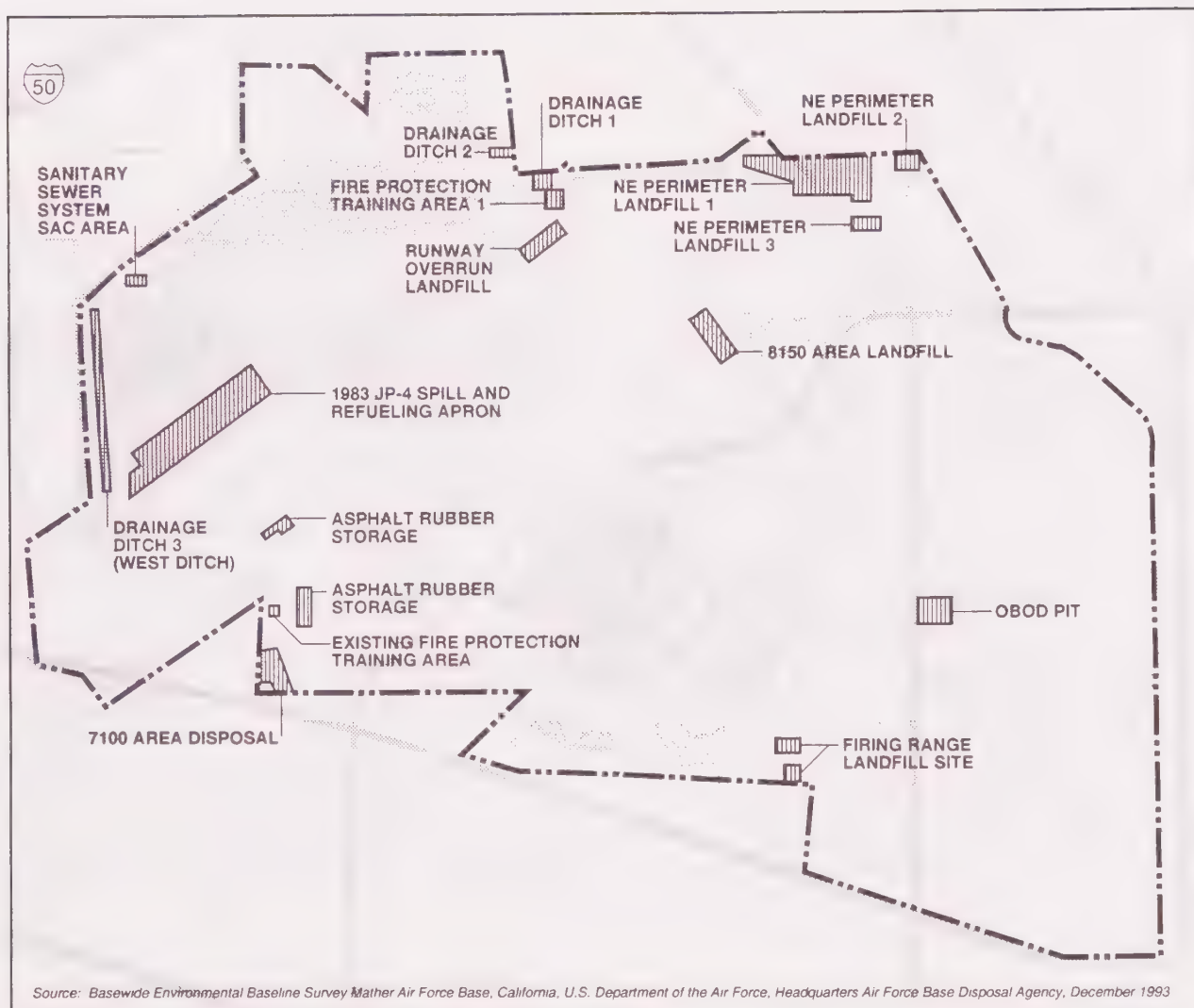




Figure 33

Installation Restoration Program Sites

 IRP SITES
  GROUNDWATER PLUME

Federal regulations do not permit the conveyance by deed or transfer of title of a contaminated property until remedial systems are in place and demonstrated to be working properly.

POLICY M-EM-10: The County shall work with the Air Force and regulatory agencies to expedite hazardous materials remediation.

POLICY M-EM-11: The County shall work with the Air Force to prioritize areas for remediation based on planned reuse activities.

POLICY M-EM-12: Ensure that sites are remediated to levels consistent with planned land uses.

Airport Noise⁵

Existing Flight Facilities and Aviation Uses

Flight facilities at Mather Field include two parallel runways. The primary runway is 11,301 feet long and 300 feet wide, and the second runway is 6,040 feet in length and 150 feet wide. Both runways are lighted, and the primary runway is equipped with precision navigation systems for all-weather operations. Other flight facilities include an integrated system of taxiways, aprons and parking aprons. A control tower facility also exists.

Aviation uses currently located at Mather Airport include Trajen Flight Services, the California Air National Guard, the California Department of Forestry, the United States

Forest Service, and the Sacramento County Sheriff Air Operations Bureau.

Trajen Flight Services is the airport's Fixed Base Operator (FBO), providing aviation gasoline and jet fuel, tie-down and hangar space, and arranging for rental car and other related pilot and aircraft services for general aviation and other civil aviation users. Trajen also manages the general aviation tie-down ramp and provides periodic ramp and runway safety inspections.

The California Department of Forestry (CDF) Aviation Center is located at Mather Airport. Operations located at the airport include administrative headquarters, a support facility, aviation safety office and a maintenance center. Fixed-wing aircraft are based here in the winter months, when annual inspections and required maintenance are performed. During fire season, May through November, they are dispatched to various air attack centers throughout the state and return only for repairs and maintenance necessary prior to routine maintenance. Helicopters are based at air attack centers throughout the state year-round and come in to the maintenance center for annual inspections.

The United States Forest Service aircraft currently utilize Mather Airport in support of fire-fighting and other emergency operations. Day-to-day personnel is limited to approximately 60 people. When emergencies such as earthquakes, floods or forest fires occur, all necessary emergency response personnel would report to the facility. Additionally, some fire-fighting aircraft would be positioned

⁵This section is based on information contained in the Draft Mather Airport Comprehensive Land Use Plan, Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties, 1996.

at the facility during the summer months to respond to forest fires in this vicinity.

The Sacramento County Sheriff Air Operations Bureau operates helicopter and fixed-wing law enforcement aerial support functions, including helicopter and aircraft maintenance support.

The California Air National Guard (CA ARNG) currently operates an Army Aviation Support Facility at Mather Airport. The CA ARNG aviation program trains aviation crew members and maintains aircraft to ensure readiness for both state and federal emergencies. Approximately 40 helicopters are based at the CA ARNG facility.

Future aviation uses at Mather are planned to include an air cargo center, heavy aircraft maintenance facilities, corporate aircraft hangars/business offices and helicopter service areas.

Project Noise Contours

Figure 34 illustrates the projected noise levels in decibels Community Noise Equivalent Level (dB CNEL) for the airport at Mather Field. These contours reflect the “worst case” scenario, or a buildout level of 295,000 operations. This level of flight operations is not projected to occur until after the year 2025. State noise standards have deemed residential dwellings, public and private schools, hospitals and convalescent homes, and churches, synagogues, temples, and other places of worship to be

incompatible within areas of 65 dB CNEL or greater. As shown in Figure 34, this requirement would not affect the proposed land uses at Mather Field, it has significant implications for areas offsite, specifically to the northeast and southwest of Mather Field.

POLICY M-EM-13: Prevent the encroachment of incompatible land uses on Mather Field.

Much of the land affected by the noise associated with aviation operations at Mather Field is currently undeveloped or in uses which are less noise sensitive, such as agriculture or industrial. However, proposals for new development are pending for areas surrounding Mather Field. New uses in these areas should be permitted in conformance with appropriate noise criteria, to ensure the continued viability of the Mather airport.

Airport Safety⁶

In addition to concerns about noise, areas around the runways are a particular safety concern with respect to aircraft operations. These areas are subject to special land use and development controls to ensure that areas around the runways are kept free of obstructions and other hazards to aircraft operations. The Airport Land Use Commission is currently updating the Mather Airport Comprehensive Land Use Plan, which will define airport safety zones and corresponding development restrictions (e.g., height limits, lighting standards) for areas around the airfield.

⁶This section is based on information contained in the Draft Mather Airport Comprehensive Land Use Plan, Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties, 1996.

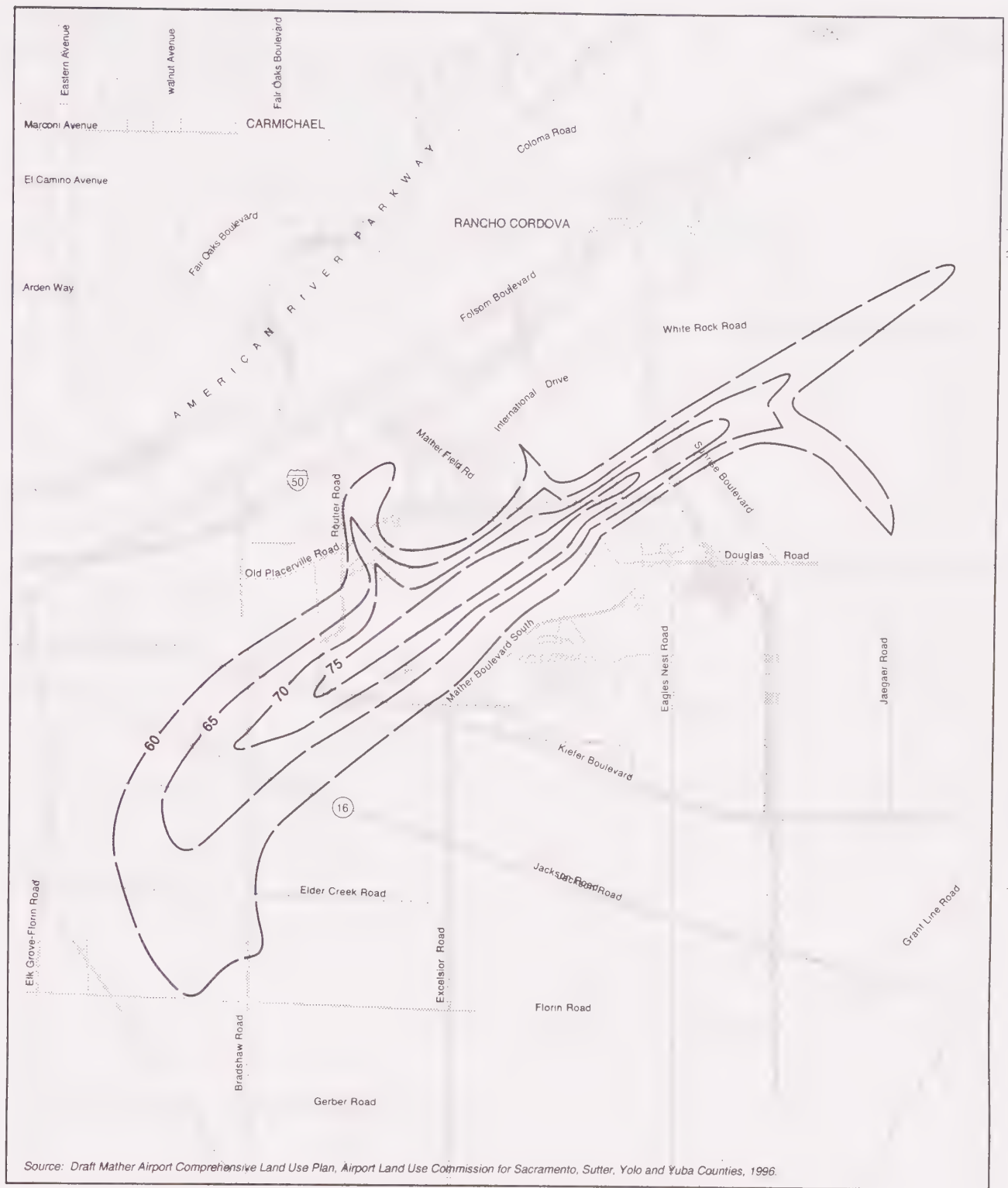


Figure 34

Airport Noise Contours

— 60 — EXISTING NOISE LEVEL IN CNEL

Implementation

Introduction

This section of the Specific Plan summarizes the regulatory changes, process for approving development requests, and the phasing and financing strategy for implementing the plan. This section is a mandatory part of a specific plan as defined by State law, which requires that specific plans include “a program of implementation measures including regulations, programs, public works projects, and financing measures necessary...” to: 1) achieve the land use plan; 2) build necessary public facilities; and 3) conserve natural resources (Government Code Sec. 65451).

Regulatory Changes

Upon conveyance by the United States Air Force, land use jurisdiction over Mather Field changed from federal jurisdiction to the County of Sacramento. A portion of Mather has been designated as a redevelopment area (see Figure 4), which allows the Sacramento Housing and

Redevelopment Agency special financial capabilities with respect to tax revenue generated in the area. In the future, these two agencies will oversee planning and new development at Mather Field.

POLICY M-IM-1: Establish the regulatory changes and review procedures necessary to implement the Mather Field Specific Plan.

General Plan

This Specific Plan will serve as the basis for changes to the General Plan and zoning for Mather Field to allow new uses and development to be established as described in this plan. A general plan amendment was adopted for the planning area in 1994, setting forth the general nature and extent of development consistent with the policies of this plan. Minor modifications, reflecting changes in property disposition by the federal government, will be made as part of the approval process of this Specific Plan.

Zoning

This Specific Plan includes a zoning component that will allow for unique land use regulations, taking into consideration environmental, historic, architectural and other site conditions that are not amenable to standard zoning categories. The Special Planning Area will be adopted by ordinance as part of the overall Specific Plan. The requirements for the Special Planning Area (SPA) must include the following provisions as set forth in Chapter 35, Article 6 of the County of Sacramento Zoning Code:

- a) A list of permitted uses.
- b) Performance and development requirements relating to yards, lot area, intensity of development on each lot, parking, landscaping, and signs.
- c) Other design standards appropriate for the specific site and development.
- d) Legal description of property covered by the ordinance.
- e) Reasons for establishment of a Land Use Zone on the particular property.

Due to the range of planned land uses and variety in types of new development, the Mather Field planning area has been divided into eight districts for purposes of establishing development standards. These districts correspond with the land use and development considerations associated with the land use plan. Some of the larger districts are further divided into subareas which account for differences in proposed land uses or development types within a larger related district, such as the Airport.

Figure 35 describes the proposed development standard districts for Mather Field. Each district describes requirements for new development with respect to the following:

- Underlying Zoning
- Permitted Uses
- Appeals or Exceptions
- Height
- Lot Size
- Lot Frontage, Width and Depth
- Setbacks: Front and Side Street Yards
- Setbacks: Rear and Interior Side Yards
- Landscaping
- Parking
- Signs Offsite Sign Provisions
- Signs Onsite Sign Provisions
- Perimeter Fencing
- Trash and Recycling Container Enclosures

The specific development standards for each zone are included in Appendix A.

Development and Design Review Process

In order to implement the provisions of this Specific Plan, a design review process will be established for Mather Field. The purpose of design review is to ensure that all public and private development within the planning area conform to the provisions of this plan, with focus on new construction, exterior improvements, landscaping, signage, lighting and parking. The following discussion summarizes an approach to design review procedures for Mather, which will be refined and developed in more detail as implementation of the plan proceeds. Please contact the Planning and Community Development Department for a complete description of procedures and submittal requirements.

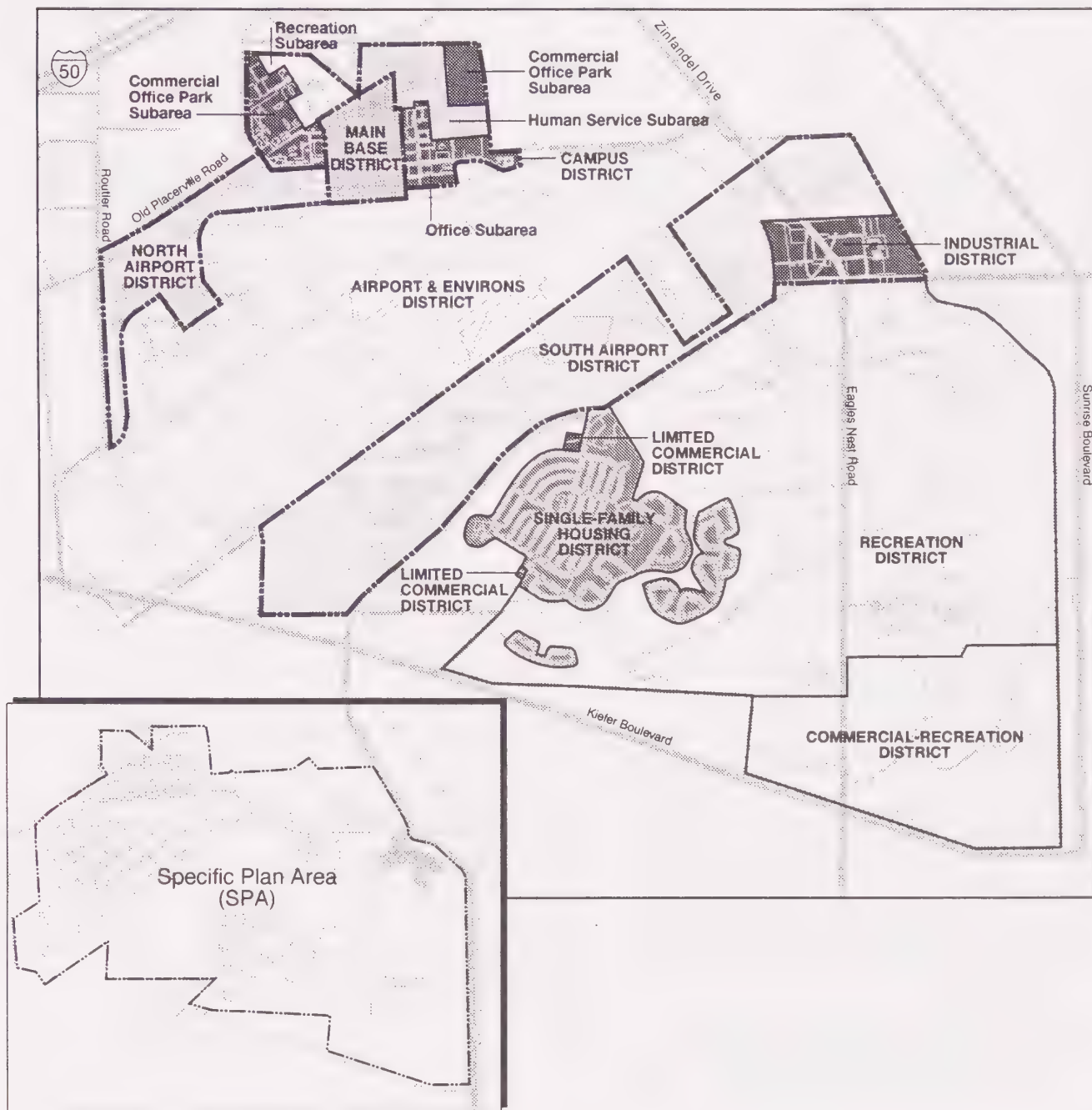


Figure 35

Proposed Zoning

- Level 0: *No Design Review Required.* Interior improvements requiring building permits or exterior improvements of less than \$1,000.
- Level 1: *Staff Design Review.* This level of review would be conducted by a selected staff committee. Projects reviewed would likely include new building construction under 10,000 square feet; improvements to sites with existing buildings where the value of the improvements is between \$1,000 and \$100,000; and certain specified stand-alone projects, such as signs. The makeup of the committee may include representatives from SHRA, County Planning, and the County Executive's Office.
- Level 2: *Design Review Commission.* The highest level of design review would involve a Design Review Commission appointed by the Board of Supervisors to review more significant development proposals. This would likely include new building construction over 10,000 square feet; improvements to sites with existing buildings where the value of the improvements is greater than \$100,000; and all projects requesting an exception from the Development Standards. The composition of the Design Review Commission will likely include representatives of the Mather Committee on Redevelopment (MCR) and the Cordova Planning Advisory Council (CORPAC) as well as an architect or landscape architect, either from SHRA or an outside professional.

Mitigation Monitoring Report Program

The California Environmental Quality Act (CEQA) requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is the Department of Environmental Review and Assessment (DERA).

Many of the mitigation measures of the Subsequent FEIR will be incorporated as Performance Standards of the Special Planning Area (SPA) Ordinance. However, some measures were not addressed in the SPA Ordinance, such as measures requiring actions by a public agency or entity independent of project review and development. Therefore, the existing Mitigation Monitoring Report Program (MMRP) will be rescinded, and those mitigation measures not included in the SPA Ordinance will be addressed through adoption of a new MMRP. Monitoring and documenting the implementation of MMRP will be coordinated by DERA staff.

Processing of Project Development Requests

Application Process

Applications for development, such as rezones, tentative maps, commercial or industrial development plans, use permits and variances, will be reviewed using established Planning Department procedures.

Projects submitted for consideration will be reviewed for consistency with the General Plan and any development standards, design guidelines, mitigation measures, and other applicable conditions of approval adopted as part of the Specific Plan.

Environmental Review

Individual project applications must also be reviewed by the DERA for compliance with CEQA. The Subsequent Environmental Impact Report (SEIR) prepared for the Mather Field Specific Plan will serve as a “master” environmental assessment document. Individual project applications will be reviewed for consistency with the Specific Plan SEIR. If the project is consistent with the Specific Plan and meets the criteria established in Section 15182 of the CEQA guidelines, DERA may determine that a separate environmental document is not required, and other appropriate environmental documentation would be prepared. In all other cases, DERA shall process the application for preparation of an environmental document pursuant to established procedures. In some cases, individual project applications may require beyond what was provided for in the Specific Plan environmental document. DERA will make a determination, after preparing an initial study, as to whether further environmental review is required or whether a Negative Declaration or other appropriate documentation may be used to meet CEQA requirements.

Design Review and Development Plan Review

Projects may be required to undergo design review as described in the previous section and as adopted in the SPA Ordinance. Where no design review is required, development plan review could be required pursuant to adopted County procedures.

Amendment Procedures

Circumstances may arise where amendments to the adopted Specific Plan should be considered. Amendments to the plan might be required for a variety of reasons, including:

- A new type of land use not discussed in the Specific Plan is introduced.
- Significant changes to the distribution of land uses or other changes affecting land use which may substantially affect the key planning concepts set forth in the Specific Plan.
- Significant changes to the street circulation that would substantially alter the land use or circulation concepts set forth in the Specific Plan.
- Changes to the design guidelines and/or development standards which, if adopted, would substantially change the physical character of the plan area as envisioned by the Specific Plan.
- Any change to the plan which could significantly increase environmental impacts.

Exceptions to the development standards, and interpretations of the design guidelines as approved through the adopted design review process, are not considered an amendment of the Specific Plan.

Amendments to the Specific Plan may be requested by either individual applicants and property owners or by the County. Applications for amendments made by private applicants shall be accompanied by a Specific Plan processing fee to be determined by the Board of Supervisors.

This fee would be in addition to existing fees for accompanying development applications.

Applications for amendments to the adopted Specific Plan shall conform to the requirements set forth in the Specific Plan Ordinance and Procedures Preparation Guide, Chapter 21.14 of the Sacramento County Code. Plan amendments require approval by the Board of Supervisors after Planning Commission review and recommendation.

Enforcement

A variety of development regulations and environmental mitigation measures are contained in the Specific Plan, the Mather Field Special Planning Area Ordinance (SPA), and the MMRP adopted for the SEIR. Enforcement of these regulations will be carried out through adopted County procedures as well as through the design review process.

Infrastructure Financing Strategy

The infrastructure financing strategy for Mather establishes a policy framework for financing the infrastructure required to serve new development in the Specific Plan area. A detailed financing plan will also be needed to establish the steps needed to finance public improvements at Mather. The purposes of the financing strategy are to:

1. establish the policy framework for financing the required major public infrastructure;
2. specify the major public facilities to be upgraded, constructed or acquired in association with the development of the plan area;

3. identify a strategy for phasing the construction of facilities associated with the market demand for development;
4. provide assurance that facilities needed to serve the plan area are constructed when they are needed over the buildout time frame; and
5. describe the sources of funding to pay for the infrastructure.

General Plan policy LU-8 requires that infrastructure financing plans be approved together with the approval of zoning for any urban uses in urban growth areas. Furthermore, the resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas. The Infrastructure Financing Strategy that will be adopted along with the Mather Field Specific Plan will address a portion of this requirement. In addition, existing Mather Field is a former military base, and has urban uses and infrastructure in place. This existing infrastructure meets the intent of Policy LU-8 for development of existing urban areas. Therefore, some development has and will continue to occur utilizing existing infrastructure prior to adoption of the Financing Plan. However, prior to the approval of actions that would constitute an entitlement (including parcel maps, subdivision maps, use permits or variances), the Mather Field Public Facilities Financing Plan must be adopted.

The implementation of the infrastructure financing strategy will be controlled by several significant funding factors:

- Ability of early development phases to use existing infrastructure prior to the funding of new or reconstructed infrastructure;

- Ability of the infrastructure to be phased so public and private land uses within Mather can financially support the planned improvements;
- Ability to apply lease, sale, and conventional development fee and special tax revenue to the infrastructure program;
- Timing of funding from tax increment revenue to fund a portion of the improvements;
- Ability of Mather to receive state and federal funding (such as the EDA grant to be used for infrastructure improvements in the Main Base area) in a timely manner and to fund some of the infrastructure improvements; and
- Timing of toxic remediation of affected parcels by the federal government.

As a result of these factors, the objectives of the implementation strategy of the Mather Field Specific Plan are to:

- Initiate development to begin generating lease, fee, special tax, and tax increment revenue without significant infrastructure costs;
- Phase infrastructure in manageable and fundable increments; and
- Leverage revenue from state, federal, and other non-development sources.

Phasing

POLICY M-IM-2: Phase infrastructure improvements in accordance with new development and the reuse of existing facilities in order to minimize up-front investment.

Infrastructure phasing is a critical component of this capital financing plan for Mather. In order to implement the Specific Plan, the initial infrastructure investment must be minimized to keep initial cost burdens within feasible limits. The County has received an EDA grant of almost \$8.8 million to fund the upgrade of existing roadways, construction of new roadways, relocation or replacement of utilities, construction of an airport terminal building, and the improvement of landscaping at the entry to the project in the Main Base Area. This represents the first major infrastructure improvement at Mather.

The phasing strategy is to utilize the existing infrastructure to the greatest extent possible. The phasing of the improvements is planned to be implemented opportunistically and minimize up-front, speculative infrastructure improvements.

The pace of development will respond to market conditions. The installation of the infrastructure will be phased to correspond with the pace of development and the requirements of the County. As part of the development process, the planned phasing of infrastructure will be continually updated to make sure that adequate traffic, sewer, water and storm drainage capacity is in place to serve each increment of development.

Public-Private Development Approach

POLICY M-IM-3: Ensure that all development (new and existing) at Mather contributes to the funding of the infrastructure improvements and maintenance regardless of public or private ownership.

The Mather Field Specific Plan is a true public-private venture. The land has been conveyed to and operated by various County departments, including the Department of Airports, Department of Parks and Recreation, and Department of Military Base Reuse, as well as other government entities. The reuse of the base will require a joint effort between these public agencies and the private sector. The Specific Plan reflects a diverse mixture of public-oriented and revenue-generating land uses through the combination of the commercial and industrial land, the operation of the airport, and the vast amount of parkland included in the Specific Plan.

The Mather Field Specific Plan has a variety of features that will require a unique approach to implementation. Some of the key features include:

1. A substandard utility system.
2. A majority of the land is, or will be, owned by the County.
3. The land converted through a Public Benefit Conveyance must remain in ownership by the County (or other relevant public entity) and can only be developed through a land or building lease.
4. The infrastructure improvements, management, maintenance and other costs must be funded, to a

large degree, out of proceeds generated by the sale or lease of property.

5. Revenues generated by airport property must be used to subsidize future airport operating costs.

In light of the unique elements of a military base conversion and the key features at Mather, the implementation of the Mather Field Specific Plan will be driven by a combination of public policy and private market forces. A coordinated strategy of public and private financing undertaken in an orderly sequence will be required to implement the plan. Overall, the implementation strategy for the Mather Field Specific Plan strives to leverage limited public and private resources in a way that achieves the most beneficial and cost-effective results over the life of the project.

The Capital Improvement Program

The Capital Improvement Program (CIP) provided in Appendix C contains a summary of the major public facilities to be constructed, upgraded or rehabilitated to accommodate the development of the plan area, associated facilities costs and funding sources. Phasing of the infrastructure improvements included in the CIP will be dependent upon market conditions and available funding.

POLICY M-IM-4: Allocate infrastructure costs among properties based on the principle of benefit received. A fair share cost allocation shall be established for all development that benefits from required infrastructure. These allocated costs should either be covered by direct construction and dedication, “in-kind” contributions and/or participation in financing entities and mechanisms.

The total backbone infrastructure and facility costs for Mather Field are estimated to be approximately \$114.6 million, as shown below. These are planning-level estimates that are subject to change as more information is made available and as the Public Facilities Financing Plan is reviewed and adopted.

Backbone Infrastructure and Facilities Costs	\$ Millions
Roads	\$53.1
Wastewater	19.9
Water	24.0
Drainage	6.3
Fire Protection	2.3
Electric	3.8
Natural Gas	3.5
Telecommunications	1.7
Total Backbone Infrastructure and Facilities Costs	\$114.6

The infrastructure cost estimates above include only the backbone infrastructure costs, and not necessarily local parcel-serving infrastructure. For example, costs of local/collector streets which are expected to be constructed (upgraded or new) to provide direct access to individual development parcels are excluded from the above costs. Also, local collector sewer laterals and local water lines under 10 inches are not included in the cost estimates. Local infrastructure costs are typically funded by developers at the time of development.

Included in the proposed roadway improvements are accommodations for future transit service by Regional Transit. The accommodations generally consist of bus turnouts at major intersections, but also include a transfer station area on Armstrong Avenue between Von Karman Street and Whitehead Street, bus turnouts on Mather Boulevard,

Norden and Whitehead Streets, and provisions for bus stops on Macready and Superfortress Avenues. The latter improvements are being completed as part of the EDA grant project.

Sources of Funding

POLICY M-IM-5: Use “pay-as-you-go” financing whenever possible. Debt financing shall be limited to circumstances where other methods are unavailable, inappropriate, or not cost effective for infrastructure financing.

POLICY M-IM-6: Establish mechanisms for assuring the timely construction of public improvements, dedication of necessary public lands and right-of-way, and reimbursement of disproportionate costs. Oversizing of public improvements, if required to serve planned development, shall be reimbursed from future development as provided by County ordinances or other provisions, such as Area of Benefit fees, an Integrated Financing District, or Cost Reimbursement Program.

POLICY M-IM-7: Fund, in part, the rehabilitation of existing substandard infrastructure systems conveyed to the County through the countywide utility rate base.

POLICY M-IM-8: Use net proceeds from development at Mather to finance improvements to the infrastructure system. Net proceeds represent all lease and sale proceeds after expenses. The reinvestment of development proceeds will help spur additional development at Mather.

POLICY M-IM-9: Establish the necessary institutional framework for proposed financing entities and arrangements.

Table 7 presents a matrix showing the costs and potential revenue sources. Tax increment revenue is projected to generate \$26 million in funding, and the EDA grant has generated \$6.9 million for roadway improvements.

The Mather Field Public Facilities Cost Burden column of Table 7 shows the net required funding for the infrastructure system at Mather. After deducting projected revenue from tax increment, the EDA grant and the remaining funding sources, the County must generate \$32 million to finance the infrastructure improvements at Mather. This funding is traditionally generated through a development impact fee program or a debt financing program, such as a special assessment district or a Mello-Roos Community Facilities District. However, in the case of Mather, where the County is the primary land owner, an alternative funding strategy must be utilized. The primary funding to cover the net infrastructure costs will be generated through the following three sources:

1. Net development proceeds generated from the sale or lease of County property at Mather;
2. State and federal grants; and
3. Infrastructure charges assessed to development on County property.

The infrastructure charge can be collected as a one-time charge at the time of development or be financed as part of the land or building lease. The net development proceeds (profits) must also be used to finance new infrastructure improvements which, in turn, should help spur additional development on the base.

The following subsection identifies specific funding sources associated with the County's infrastructure up-

grade responsibilities. This discussion is followed by an overview of federal, state and local revenue sources that should be pursued by the County as well as other entities in funding Mather's capital upgrades.

The financing and implementation of required improvements will depend on the availability of state and federal funds, the economic climate at the time the funding source is implemented, the willingness of governing bodies and local citizens to fund the region-serving improvements, and the success of the County in generating surplus operating revenues that can be leveraged to provide bonding capacity. Given the range of available instruments, this subsection profiles key sources of capital financing. Specific details regarding debt structure must be determined through subsequent analysis. The following represents a general discussion of each source and its potential for Mather's capital improvement needs.

Debt-Financing Sources. The County and other entities servicing Mather may use land-secured financing measures to fund infrastructure for which it is responsible. The State Assembly is proposing a new source of debt financing for military base reuse projects. Assembly Bill 3060, the Military Base Conversion Bond Act, would authorize a State General Obligation Bond for the purpose of financing infrastructure improvements at closed military bases. Loans would be provided to the Local Reuse Authority. Other debt financing measures potentially include Mello-Roos and assessment district financing.

- **Debt Financing Districts:** Overall, this analysis assumes that it will be difficult to burden future property owners with traditional land-secured assessments, given market considerations and potential values. If land-secured assessments are used at Mather, the building and land leases should include a provision

Table 7
Summary of CIP Facilities, Costs, and Funding Sources

Facilities	Total Cost Estimate ¹	Funding Sources												
		Tax Increment ²	EDA Grant ³	Mather Field Public Facilities Cost Burden	Other Development (Single-Family Housing Area)	Sac. Regional County Sanitation District	County Sanitation District No. 1	Sac. County Water Agency Zone 40	Sac. County Water Maintenance District	Sac. County Water Agency Zone 11A	Other ⁴	SMUD	Mather Field Utilities	Electric Lightwave, Inc.
Roadways	\$53,123,000	\$26,000,000	\$6,919,451	\$20,061,683						\$141,866				
Sanitary Sewer	19,867,000			975,000	\$2,180,100	\$12,300,000	\$4,411,900							
Water Supply	24,063,000			6,135,000	537,500			\$17,160,500	\$230,000					
Storm Drainage	6,319,000			953,500	955,500					\$4,410,000				
Fire Protection	2,300,000			2,300,000										
Electric ⁵	3,816,000			600,000								\$3,216,000		
Natural Gas ⁶	3,500,000			700,000									\$2,800,000	
Telecom-munications ⁷	1,725,000			800,000										\$925,000
Alarm Circuit ⁸	18,000			18,000										
Financing Plan ⁹	100,000			100,000										
Total	\$114,831,000	\$26,000,000	\$6,919,451	\$32,643,183	\$3,673,100	\$12,300,000	\$4,411,900	\$17,160,500	\$230,000	\$4,410,000	\$141,866	\$3,216,000	\$2,800,000	\$925,000

Notes:

¹Sources: Roadways: Transportation Division; Wastewater: Water Quality Division; Water: Water Resources Division; Storm Drainage: Water Resources Division; Fire Protection: Sacramento County Fire Protection District; Electric: Sacramento Municipal Utilities District; Telecommunications: Electric Lightwave, Inc.; Natural Gas: Application for proposed EDA Financial Assistance Award Amendment No. 2 and *Reuse Plan for Mather AFB*, September 1991.

²Tax increment revenue is 62% of net tax increment revenues. Net tax increment is defined as the tax increment revenue after deducting the 20% housing set aside and the statutory passthroughs.

³The funding sources for the EDA grant and local match are as follows: U.S. Department of Commerce Economic Development Administration: \$6,919,451 (75%); Sacramento County Road Fund: \$2,246,484 (24%); Sacramento County Airport Enterprise Fund: \$60,000 (1%).

⁴The other funding sources are as follows: Sacramento Housing and Redevelopment Agency: \$33,433 of \$100,300 for Cordova Parks Landscaping Project and \$75,000 of \$133,000 for Mather Field Gateway Landscaping Project (total \$108,433); Rancho Cordova Recreation and Parks District: \$33,433 of \$100,300 for Cordova Parks Landscaping Project.

⁵Cost estimate includes the following: \$3,216,000 for system upgrades, system improvements, and staff time through 1998; \$1,403,600 for proposed electric distribution system relocation associated with EDA grant roadway improvement.

⁶Cost estimate includes the following: \$2,800,000 (costs from *Reuse Plan for Mather AFB*, September 1991, Alternative No. 1 plus an additional 15 percent of such costs); \$615,000 for proposed natural gas distribution and cathodic protection system relocation associated with EDA grant roadway improvement.

⁷Cost estimate includes the following: \$925,000 for system purchase price, new fiber, cable, and electronics through end of 1996; \$900,000 for proposed telecommunications system relocation associated with EDA grant roadway improvement.

⁸Cost estimate includes aerial to underground relocation of approximately 900 linear feet.

⁹Cost estimate includes cost of preparing a financing plan.

that earmarks a share of the revenue for bond payments. Furthermore, a share of land sale proceeds should be used to retire a portion of the debt at the time the property is sold. The following discussion of debt financing districts and assessments is for general information. The appropriateness of each individual item discussed will need to be considered in more depth once construction and financing are initiated.

Debt financing districts can be used by a jurisdiction to obtain up-front financing for projects benefiting defined areas or developments. The two most commonly formed districts are special assessment districts and Mello-Roos Community Facility Districts (CFDs). The advantage of an assessment district or a Mello-Roos CFD is that facilities can be built ahead of the development that causes the need for those facilities.

- **Special Assessment Districts:** Special assessments have been extensively used in California to fund public improvements and services. Assessments are not considered to be taxes, since they are used to pay for improvements that directly benefit land. As such, assessment methodologies should assess land owners in proportion to the benefits they derive from the subject improvement or service. General economic principals of special assessments include:
 - Money raised must be for a public purpose.
 - The subject improvement must benefit a defined and limited land area.
 - The assessment should not exceed the cost of the improvement (including bond financing if applicable).

- The assessment on an individual parcel must be proportional to the benefit received.

The Benefit Assessment Act of 1982 allowed for the development of assessments for drainage, flood control and street lighting. A 1989 amendment to the Act added street maintenance assessments. A special assessment district encompassing the entire plan area (excluding or exempting existing residential units) could be formed to finance major backbone infrastructure, including road, water, sewer and drainage improvements. This method could be particularly useful for financing up-front costs.

- **Mello-Roos CFD Special Tax:** A Mello-Roos Community Facilities District is similar to an assessment district, except that it is funded through a special tax rather than an assessment secured by a property lien. Also, Mello-Roos districts can be used to finance improvements that are of “general benefit,” such as schools and fire stations. Since a Mello-Roos tax is defined as a special tax under Article XIII A of the State Constitution, it requires a two-thirds approval by landowners or registered voters in the district.
- **Enterprise Revenue-Based Funding:** In addition to land-secured techniques as discussed above, the County can capitalize user fees and/or lease revenue for purposes of funding capital improvements. Potential revenue sources for this purpose include the golf course green fees, land and building lease revenues, monthly sewer and water charges, and user fees. This subsection briefly outlines several potential funding mechanisms for nonproperty-secured debt.
- **Lease Revenue Bonds:** The County or a nonprofit corporation may issue lease revenue bonds to fi-

nance capital improvements for facilities that are leased to a public agency. For example, if the County enters into a long-term lease with a public agency on any part of Mather, lease revenue bonds could be issued to finance improvements whereby debt service is paid through lease revenue. The bonds are considered to be direct debt of the lessor and are payable solely from lease payments received from a public agency other than the issuer. Typically, full title to the improved facility reverts to the lessee after the debt is retired.

- **Public Enterprise Revenue Bonds:** These bonds may be paid from the revenues of the enterprise that issues the bonds. Typical enterprises issuing such bonds include water and sewer districts and bridges. Revenues typically include connection fees and tolls. Issuers include public corporations, cities, counties, special districts, and public utility districts. In some cases, a majority vote may be required.

Local Revenue Sources.

- **Sale of Mining Rights:** Significant opportunities exist during the development program to generate revenue from aggregate extraction for the infrastructure program and to fund airport operations. If aggregate extraction is allowed in the planning area, it may be possible to use a portion of the revenues generated from this activity or have the company extracting the aggregate directly fund a portion of the Douglas Road extension. Environmental issues must be addressed if aggregate extraction is pursued.
- **County-Allocated Funding:** The County has access to several funding sources for financing Mather's

infrastructure requirements. These sources include a loan from the Fixed Asset Allocation Fund, gas tax revenue, and other County discretionary funds. Other state and federal funding sources typically available to counties may become available. However, several of these programs are currently underfunded. Although state and federal sources are not assumed to be available for Mather, it is recommended that the County pursue such funding with all due diligence.

- **Landscape and Lighting Maintenance District:** Landscape and lighting districts (LLDs) may be used for installation, maintenance and servicing of landscaping and lighting through annual assessments on benefiting properties. LLDs can be used to fund the construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and drainage facilities. LLDs are currently used in other parts of the county.
- **Redevelopment Tax Increment Funding:** A redevelopment area was established in 1995 for portions of the former Mather AFB. The tax increment funding revenue available from the Mather AFB Redevelopment Project Area will play a significant role in the overall infrastructure funding package. Tax increment revenue is the property tax increment derived from the assessed value growth over the base assessed value at the time the Redevelopment Area was established. Twenty percent of the tax increment is required to be set aside for low and moderate-income housing. Other portions of the tax increment are committed to other agencies or for specific projects. The remaining uncommitted increment is available for public improvements, housing, or other related projects in the Redevelopment Area. However, tax

increment revenue is limited in the early years of development and will not be available to fund a significant amount of infrastructure during this period.

State Revenue Sources. There are several State programs and funding sources for transportation improvements that could be targeted for funding Mather Field transportation improvements. These include the State Transportation Improvement Program (STIP), Interregional Road System (IRRS) Program, the Flexible Congestion Relief Program, the Congestion Management Program, and the State-Local Transportation Partnership. These programs are important sources of funding for local governments in California and are very competitive and limited relative to need. This analysis does not assume that revenue from these sources would be available, but the County is encouraged to apply for any or all of these funds to the extent possible.

Federal Revenue Sources.

- **Air Force Funding:** The Air Force is assumed to fund remediation of contaminated sites before conveyance. In addition, the Air Force and other federal tenants are widely expected to pay a pro-rata share

of operations and maintenance related to ongoing tenancy at Mather.

- **Federal Base Closure-Related Funding:** Research by the National Commission for Economic Conversion and Disarmament (ECD) suggests that communities hosting base closures in the 1990s have access to fewer federal economic development grants than did communities subject to base closures in the 1960s and 1970s. Compounding this issue is the recent emphasis on environmental cleanup, which was not addressed to the same degree in the first generation of base closures in the 1960s and 1970s.

It is assumed that the federal government, via the Air Force, will be responsible for funding environmental remediation. Beyond remediation, the availability of federal funds is unknown. Thus far, the County's receipt of federal funds for Mather Reuse has been limited to Office of Economic Adjustment (OEA) grants for "soft costs" such as surveys, land use planning, local staffing, and feasibility studies. The County should continue to pursue federal planning grants and other funds that are targeted to base reuse communities.

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Proposed Development Standards

Introduction

A major advantage in the use of the Specific Plan process at Mather Field is the application of development standards that address the unique environment that exists at the former military base. These development standards will be adopted by ordinance and are provided as an appendix to the Specific Plan. To a great extent, they rely on the existing County Zoning Code and identify modifications to the Code which apply to Mather Field.

How to Use the Tables

This appendix is divided into four tables, each addressing several of the development areas at Mather Field. These tables include:

Table 1 (pages 5 through 10)

- The Main Base District:
The Open Space Subarea

- The Limited Commercial District

Table 2 (pages 11 through 17)

- The Campus District:
The Human Service Subarea
The Recreation Subarea
The Office Subarea
The Commercial Office Park Subarea

Table 3 (pages 18 through 25)

- The Industrial District
- The Mather Airport Area:
The North Airport Industrial Subarea
The South Airport Industrial Subarea
The Airport Runway and Environs Subarea
The Airport Open Space Subarea

Table 4 (pages 21 through 24)

- The Recreation District
- The Commercial Recreation District
- The Single-Family Housing District

The text of the tables uses several typefaces. The “regular typeface” refers to the County zoning code sections which generally apply for the standard. *“Italic type”* summarizes the existing zoning code requirements. In many cases, the zoning code requirements are lengthy, and the zoning code should be consulted for a complete description of the requirements rather than relying on the summary. **“Boldface type”** indicates a new standard or modification of the County’s typical zoning code requirement.

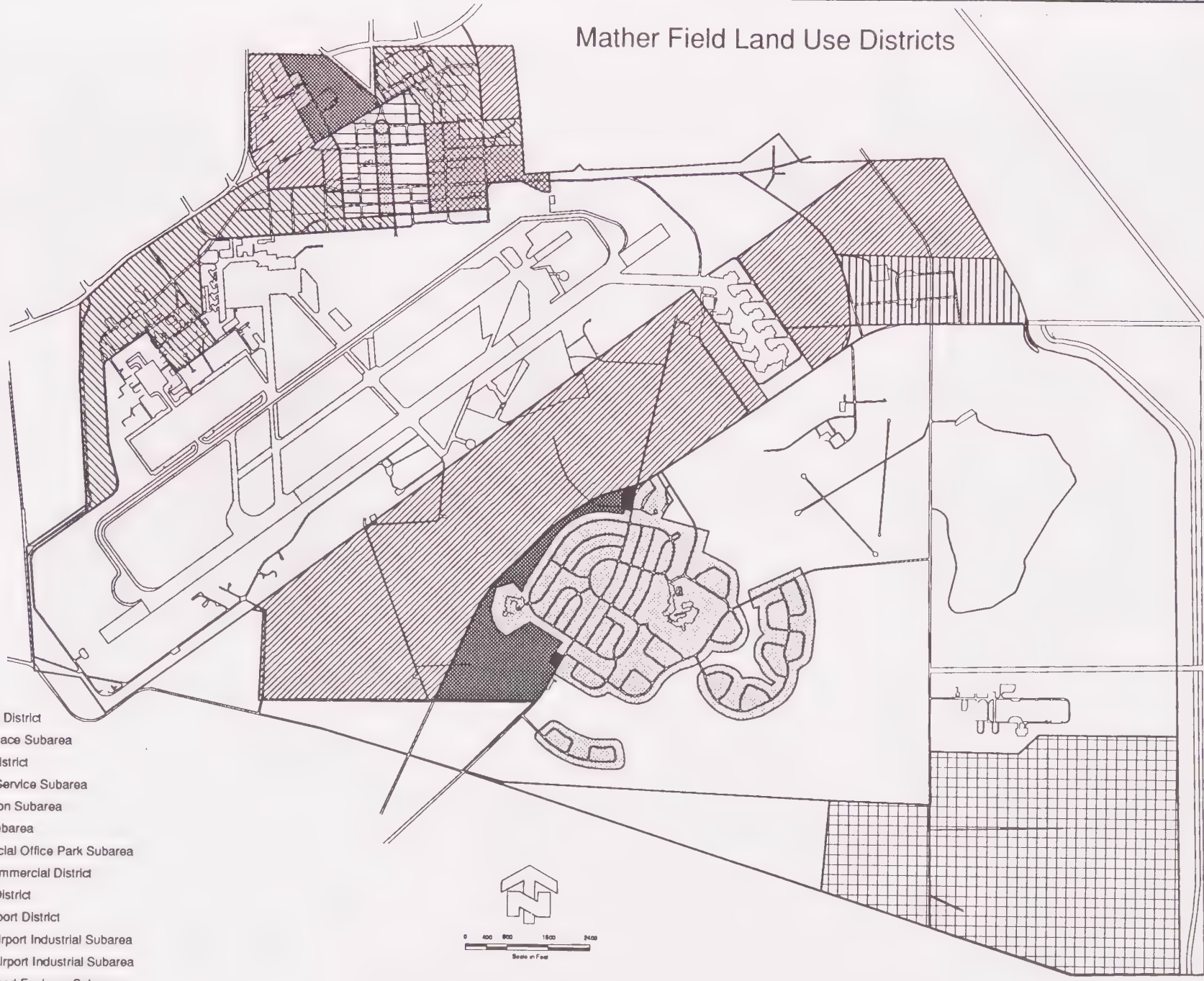
Standards Addressed in the Tables

The following standards are addressed within the tables:

- Underlying Zone
- Permitted Uses
- Appeals of Exceptions

- Height
- Lot Size
- Lot Frontage, Width and Depth
- Setbacks: Front and Side Street Yards
- Setbacks: Rear Yard and Interior Side Yard
- Landscaping
- Parking
- Signs—Off-Site Sign Provisions
- Signs—On-Site Sign Provisions
- Perimeter Fencing
- Trash and Recycling Container Enclosures

Mather Field Land Use Districts



- Main Base District
- Open Space Subarea
- Campus District
- Human Service Subarea
- Recreation Subarea
- Office Subarea
- Commercial Office Park Subarea
- Limited Commercial District
- Industrial District
- Mather Airport District
- North Airport Industrial Subarea
- South Airport Industrial Subarea
- Airport and Environs Subarea
- Airport Open Space Subarea
- Recreation District
- Commercial-Recreation District
- Single-Family Housing District



TABLE 1

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	Open Space Subarea	Limited Commercial District
<i>Underlying zone</i>	Shopping Center (SC), Business and Professional Office (BP), Industrial Office Park (MP)	Open Space (O) zone	Limited Commercial (LC) zone
<i>Permitted uses</i>	Commercial, office, and residential uses.	Open space and passive recreational uses, and existing buildings.	Those uses permitted in the LC zone as listed in Section 225-41.
<i>Appeals or exceptions</i>	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.
<i>Existing structures</i>	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.
<i>Height</i>	<p>General height standards, Section 301-20 through 301-25 and the Commercial Development Standards, Section 315-44 except Section 315-44(c) shall have a maximum height limit of 65 feet.</p> <p>Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.</p> <p><i>... if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels ... may have structures and buildings erected to a height not to exceed 65 feet ... exceptions may be allowed to a 150 foot maximum, however, cannot exceed 2.5 FAR. as provided in Section 301-22.</i></p>	<p>General height standards Section 301-20 through 301-25 and the Commercial Development Standards Section 315-44.</p> <p>Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.</p> <p><i>... if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels ... may have structures and buildings erected to a height not to exceed 40 feet ... exceptions may be allowed to a 150 foot maximum, however, cannot exceed 2.5 FAR. as provided in Section 301-22.</i></p>	<p>General height standards Section 301-20 through 301-25 and the Commercial Development Standards Section 315-44.</p> <p>Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.</p> <p><i>... if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels ... may have structures and buildings erected to a height not to exceed 40 feet ... exceptions may be allowed to a 150 foot maximum, however, cannot exceed 2.5 FAR. as provided in Section 301-22.</i></p>
<i>Lot size</i>	No minimum w/ water & sewer per commercial standards.	No minimum w/ water & sewer per commercial standards.	No minimum w/ water & sewer per commercial standards.
<i>Lot frontage, width & depth</i>	Each lot shall have at least 50 feet of public or private street frontage and lot width and adequate building area to serve the intended use. (New standard written to encourage frontage on streets in the main base subarea.)	No minimums required.	<p>LC Standards, Section 225-42</p> <p><i>Individual lot frontage on a public street is not required; however, lots shall have sufficient width & depth to maintain yard areas & adequate building area to serve the intended uses.</i></p>

<i>Setbacks: Front & side street yards</i>	<p>Along all streets in the main base subarea, setbacks may vary between 13 feet and 25 feet. A minimum side street yard setback of 13 feet is required; however, no maximum side street yard setback is required. Setbacks are measured from the back of the public street right-of-way.</p> <p>New off-street parking areas must be set back a minimum of 50 feet from Whitehead and Ecknes Streets, unless lot depth is less than 50 feet. (Parking requirement is proposed to encourage frontage of buildings along Whitehead and Eknes as no other use is allowed.)</p>	<p>Commercial Standards, Section 315-42(b)</p> <p><i>There shall be a front and side street yard of at least 50 feet between any structure or use ... and the public street right-of-way. Such yard may be reduced to a minimum of 25 feet provided that for each square foot of additional buildable area created ... , an equivalent area of planter or landscaped area is provided in the corresponding front or side street yard. Such planter or landscaped areas shall be in addition to the planter and landscaped areas required in Section 315-45 of this Article and shall be subject to all the provisions of this Section.</i></p>	<p>Commercial Standards, Section 315-42(b)</p> <p><i>There shall be a front and side street yard of at least 50 feet between any structure or use ... and the public street right-of-way. Such yard may be reduced to a minimum of 25 feet provided that for each square foot of additional buildable area created ... , an equivalent area of planter or landscaped area is provided in the corresponding front or side street yard. Such planter or landscaped areas shall be in addition to the planter and landscaped areas required in Section 315-45 of this Article and shall be subject to all the provisions of this Section.</i></p>
<i>Setbacks: Rear yard & interior side yard</i>	<p>Commercial Standards, Section 315-43 (b, c, d, e & f)</p> <p><i>There shall be a rear yard and an interior side yard of at least 25 feet between any structure ... and the boundary line of any adjacent residential, ... recreation, agricultural, or agricultural-residential ... zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.</i></p>	<p>Commercial Standards, Section 315-43 (b, c, d, e & f)</p> <p><i>There shall be a rear yard and an interior side yard of at least 25 feet between any structure ... and the boundary line of any adjacent residential, ... recreation, agricultural, or agricultural-residential ... zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.</i></p>	<p>Commercial Standards, Section 315-43 (b, c, d, e, and f)</p> <p><i>There shall be a rear yard and an interior side yard of at least 25 feet between any structure ... and the boundary line of any adjacent residential, ... recreation, agricultural, or agricultural-residential ... zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.</i></p>
<i>Landscaping</i>	<p>Commercial Standards, Section 315-45 all other commercial zones</p> <p>The 5 foot wide planter or landscaped area may be within the street right-of-way between the edge of the street and the sidewalk. Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. Trees must be planted no further apart than 25 feet on center. Delete requirement to increase planter size to 8 feet for at least 7 feet of every 50 feet of frontage along street rights-of-way. No curbing is required to bound the planter.</p> <p><i>A planter or landscaped area is required 5 feet wide adjacent to all street rights-of-way,</i></p>	<p>Institutional Standards, Section 320-05</p> <p>The 25 foot landscape area shall be measured from the edge of the street pavement. Sidewalks may be included within the setback area.</p> <p>Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. If approved by the Director of Public Works, or his designee, a portion of the required 25 foot landscape corridor may be within the public street right-of-way.</p> <p>The requirement for landscaping forming a visual screen shall not apply.</p>	<p>Commercial Standards, Section 315-45</p> <p><i>A planter or landscaped area is required 5 feet wide adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the 5 feet area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. The planter width shall be increased to at least 8 feet for at least 7 feet of every 50 feet of frontage along street rights-of-way. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk. The planter shall be bounded by a curb</i></p>

	<p><i>excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the 5 feet area above. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk. The planter shall be bounded by a curb at least 6 inches high, & shall include shrubs, hedges, and other natural growth, or other features such as berms designed to form a partial visual screen at least 3 feet' in height. Landscaping near street & driveway intersections shall not exceed 2.5 feet in height.</i></p>	<p><i>A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and the outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25 feet area above, unless waived by the Director of Public Works. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses.</i></p>	<p><i>at least 6 inches high, & shall include shrubs, hedges, and other natural growth, or other features such as berms designed to form a partial visual screen at least 3 feet in height. Landscaping near street & driveway intersections shall not exceed 2.5 feet in height.</i></p> <p><i>For landscaped areas:</i></p> <ul style="list-style-type: none"> - <i>an irrigation system & live landscaping shall be provided & maintained.</i> - <i>shall be protected from vehicle encroachment</i> - <i>may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surfaces.</i>
Parking	<p>Sections 330-01 through 330-150 with the following exceptions:</p> <p>Section 330-20. Retail Stores & Shopping Centers. On-site parking shall be provided at a minimum ratio of at least 3.0 spaces and a maximum ratio of not more than 5 spaces for every 1,000 square feet of gross floor area. Any on-street parking spaces immediately adjacent to the commercial use may be counted in the total parking requirements.</p> <p>Section 330-22. Offices. On-site parking shall be provided at a minimum ratio of 3.0 spaces and a maximum ratio of 5 spaces for every 1,000 square feet of gross floor area.</p> <p>See setback section for setback requirements for new parking areas.</p> <p>Any additional parking may be located off-site in a County designated parking area. However, the County retains the right to develop these off-site parking lots for future development and to ultimately eliminate these</p>	<p>Newly constructed parking lots and spaces are not permitted; however, parking lots and spaces associated with existing uses and structures are permitted and may be upgraded. The standards of the zoning code shall apply unless an exception is granted through the adopted Mather Field Specific Plan design review process.</p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p><i>Addressed by use in the zoning code Sections 330-20 to 330-69. For example, retail stores require 4.5 spaces for every 1,000 sq. ft. of gross floor area. See Sections 330-90 through 330-100 for development standards.</i></p>

	<p>parking spaces.</p> <p>For all other uses, up to 25% of the on-site parking requirements may be met if off-site County designated parking areas are available; however, the County retains the right to develop these off-site parking areas for future development and to ultimately eliminate these parking spaces.</p> <p>Joint use parking is allowed pursuant to Section 33-92.5. A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p>		
<p><i>Signs:</i> <i>Off site sign provisions</i></p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.</p>
<p><i>Signs:</i> <i>On-site sign provisions</i></p>	<p>Special Sign District Standards, Section 335-60 through 66 with the stated modifications.</p> <p>The maximum sign area of the monument sign shall be 56 square feet. The maximum height shall be 5 feet. No minimum setbacks are required as long as minimum landscaping requirements are met pursuant to Section 335-63(e) and the sign is in proportion to the scale</p>	<p>Special Sign District Standards, Section 335-60 through 66 with the stated modifications.</p> <p>The maximum sign area of the monument sign shall be 56 square feet. The maximum height shall be 5 feet. No minimum setbacks are required as long as minimum landscaping requirements are met pursuant to Section 335-63(e) and the sign is in proportion to the scale</p>	<p>Commercial and Industrial Standards, Sections 335-20 and 21.</p> <p>The maximum square footage of any individual sign shall not exceed 56 square feet. In addition, the maximum square footage of all signs combined shall not exceed 56 square feet.</p> <p><i>See zoning code text for complete description.</i></p>

	<p>of the building and the setback.</p> <p>Section 335-20 (a) for Commercial and Industrial Standards for signs attached to buildings</p> <p><i>In summary, monument signs are allowed; off-site directional signs are not permitted and signs attached to buildings are allowed. See the text of the sign standards for a more complete description of requirements.</i></p>	<p>of the building and the setback.</p> <p>Section 335-20 (a) for Commercial and Industrial Standards for signs attached to buildings</p> <p><i>In summary, monument signs are allowed; off-site directional signs are not permitted and signs attached to buildings are allowed. See the text of the sign standards for a more complete description of requirements.</i></p>	<p><i>The following is a very brief summary only.</i></p> <p><i>In general, for signs attached to buildings, the total area of all signs attached to a building ... with a 50 foot or greater setback from the street right-of-way line, ... shall not exceed 3 square feet per foot of building frontage ... No sign ... shall project above the roof of a building ... with some exceptions allowed.</i></p> <p><i>In general, directory signs shall not exceed 56 square feet. Directory pole/monument signs ... shall be set back not less than 10 feet from existing public street improvements or right-of-way line... The maximum height .. shall be 25 feet.</i></p> <p><i>In general, non-directory signs shall be allowed an area of 1 square foot per foot of the public street frontage with a maximum of 56 square feet. Nondirectory pole signs ... shall be set back not less than 10 feet from existing public street improvements of right-of-way line ... The maximum height ... with a 10 foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.</i></p> <p><i>See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.</i></p>
Perimeter fencing	<p>Only open ornamental fencing is permitted. Any deviations from this standard shall be subject to the Mather Design Review process.</p>	<p>Only open ornamental fencing is permitted. Any deviations from this standard shall be subject to the Mather Design Review Committee.</p>	<p>Section 301-60 through 66.</p> <p><i>Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>

<i>Trash & recycling containers, enclosures</i>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>
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TABLE 2

	SPA ZONING CATEGORIES			
	Campus District			
	Human Service Subarea	Recreation Subarea (Cordova Sports Park)	Office Subarea	Commercial/Office Park Subarea
<i>Underlying zone</i>	See SPA text.	Open Space (O) zone	Industrial Office Park (MP) and Business & Professional Office (BP) zones	Industrial Office Park (MP), Business & Professional Office (BP), Shopping Center Commercial (SC), and General Commercial (GC) zones
<i>Permitted uses</i>	Institutional and/or public and quasi-public uses.	Public parks and ancillary uses.	Office uses.	Commercial and office uses.
<i>Appeals or exceptions</i>	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.
<i>Existing structures</i>	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.
<i>Height</i>	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards Section 315-44. Deviations related to height standards shall be subject to the Mather Design Review process. <i>If contiguous to a residential parcel, 24 feet maximum or a use permit is required. Otherwise, 40 feet maximum; exceptions allowed to a 150 feet maximum, however, cannot exceed 2.5 FAR.</i>	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards Section 315-44. Deviations related to height standards shall be subject to the Mather Design Review process. <i>If contiguous to a residential parcel, 24 feet maximum or a use permit is required. Otherwise, 40 feet maximum; exceptions allowed to a 150 feet maximum, however, cannot exceed 2.5 FAR.</i>	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards Section 315-44. Deviations related to height standards shall be subject to the Mather Design Review process. <i>If contiguous to a residential parcel, 24 feet maximum or a use permit is required. Otherwise, 40 feet maximum; exceptions allowed to a 150 feet maximum, however, cannot exceed 2.5 FAR.</i>	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards, Section 315-44. Deviations related to height standards shall be subject to the Mather Design Review process. <i>If contiguous to a residential parcel, 24 feet maximum or a use permit is required. Otherwise, 40 feet maximum; exceptions allowed to a 150 feet maximum, however, cannot exceed 2.5 FAR.</i>
<i>Lot frontage, width & depth</i>	SC, GC, LC, AC, TC Standards Section 315-41(c) <i>Individual lot frontage on a public street is not required; however, lots shall have sufficient width & depth</i>	No minimums required.	No minimums required.	SC, GC, LC, AC, TC Standards Section 315-41(c) <i>Individual lot frontage on a public street is not required; however, lots shall have sufficient width & depth</i>

	SPA ZONING CATEGORIES			
	Campus District			
	Human Service Subarea	Recreation Subarea (Cordova Sports Park)	Office Subarea	Commercial/Office Park Subarea
	<i>to maintain the yard areas as required in this article & adequate building area to serve the intended uses.</i>			<i>to maintain the yard areas as required in this article & adequate building area to serve the intended uses.</i>
Setbacks: <i>Front & side street yards</i>	Institutional Standards 320-06 (b) <i>25 feet adjacent to all public & private streets.</i>	Institutional Standards 320-06 (b) <i>25 feet adjacent to all public & private streets.</i>	Front yard setback must be a minimum of 13 feet and a maximum of 30 feet measured from the edge of the public street right-of-way. Side street yard setbacks must be a minimum of 13' with no maximum measured from the edge of the public street right-of-way.	BP Standard Section 315-42(a) <i>There shall be a front and side street yard of at least 25 feet.</i>
Setbacks: <i>Rear yard & interior side yard</i>	Institutional Standards 320-06 (b) <i>Rear: 25 foot minimum Side: 6 foot minimum</i>	Institutional Standards 320-06 (b) <i>Rear: 25 foot minimum Side: 6 foot minimum</i>	BP Standard Section 315-43 (a, c, d, e & f) <i>(There shall be a rear yard of at least 25 feet and an interior side yard of at least 20 feet between any structure and the boundary line of any residential, interim residential, interim estate, recreation, agricultural, agricultural-residential or interim agricultural zone; otherwise rear yard or interior side yard is not required. Exceptions allowed including for mechanical equipment.)</i>	BP Standard Section 315-43 (a, c, d, e & f) <i>(There shall be a rear yard of at least 25 feet and an interior side yard of at least 20 feet between any structure and the boundary line of any residential, interim residential, interim estate, recreation, agricultural, agricultural-residential or interim agricultural zone; otherwise rear yard or interior side yard is not required. Exceptions allowed including for mechanical equipment.)</i>
Lot size	<i>No minimum w/ water & sewer per commercial standards.</i>	<i>No minimum w/ water & sewer per commercial standards.</i>	<i>No minimum w/ water & sewer per commercial standards.</i>	<i>(No minimum w/ water & sewer per commercial standards.).</i>
Landscaping	Institutional Standards, Section 320-05 Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. If approved by the	Institutional Standards, Section 320-05 Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. If approved by the	Institutional Standards, Section 320-05 If approved by the Director of Public Works, or his designee, a portion of the required 25 foot landscape corridor may be within	Institutional Standards, Section 320-05 If approved by the Director of Public Works, or his designee, a portion of the required 25 foot landscape corridor may be within

SPA ZONING CATEGORIES				
Campus District				
	Human Service Subarea	Recreation Subarea (Cordova Sports Park)	Office Subarea	Commercial/Office Park Subarea
	<p>Director of Public Works, or his designee, a portion of the required 25 foot landscape corridor may be within the public street right-of-way between the edge of the street and the back of the sidewalk. Sidewalks may be included within the setback area.</p> <p><i>A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street ROW between the edge of the sidewalk and the outer edge of the ROW shall be developed as a planter or landscaped area in conjunction with the required 25' area above, unless waived by the Director of Public Works. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses. Landscaping shall consist of trees and shrubs or climbing plants which shall be designed in combination with the required fence to form a visual screen between this zone and the adjoining zone. May be combined with hard surface area if area <25% of required planter area.</i></p>	<p>Director of Public Works, or his designee, a portion of the required 25 foot landscape corridor may be within the public street right-of-way between the edge of the street and the back of the sidewalk. Sidewalks may be included within the setback area.</p> <p>The requirement for landscaping forming a visual screen shall not apply.</p> <p><i>A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and the outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25 feet area above, unless waived by the Director of Public Works. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses.</i></p>	<p>the street right-of-way between the edge of the street and the back of the sidewalk. For new construction, the developer is required to install and maintain this landscaped area.</p> <p><i>A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street ROW between the edge of the sidewalk and the outer edge of the ROW shall be developed as a planter or landscaped area in conjunction with the required 25' area above, unless waived by the Director of Public Works. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses. Landscaping shall consist of trees and shrubs or climbing plants which shall be designed in combination with the required fence to form a visual screen between this zone and the adjoining zone. May be combined with hard surface area if area <25% of required planter area.</i></p>	<p>the street right-of-way between the edge of the street and the back of the sidewalk. For new construction, the developer is required to install and maintain this landscaped area.</p> <p><i>A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street ROW between the edge of the sidewalk and the outer edge of the ROW shall be developed as a planter or landscaped area in conjunction with the required 25' area above, unless waived by the Director of Public Works. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses. Landscaping shall consist of trees and shrubs or climbing plants which shall be designed in combination with the required fence to form a visual screen between this zone and the adjoining zone. May be combined with hard surface area if area <25% of required planter area.</i></p>

<p><i>Parking</i></p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the Mather Field Specific Plan design review process.</p> <p><i>Addressed by use in zoning code Sections 330-20 to 330-69. For example, offices require 4.5 spaces for every 1,000 sq. ft. of gross floor area. Institutional uses require at least 1 space for every 3 occupants based upon the maximum occupant load of the institution at any one time as determined by the UBC. See Sections 330-90 through 330-100 for development standards.</i></p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p><i>Section 330-4.6 Parks. Public parks over 10 acres in size shall provide at least 5 percent of the total area for off-street parking facilities.</i></p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the Mather Field Specific Plan design review process.</p> <p><i>Addressed by use in the zoning code Sections 330-20 to 330-69. For example, offices require 4.5 spaces for every 1,000 sq. ft. of gross floor area. See Sections 330-90 through 330-100 for development standards.</i></p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the Mather Field Specific Plan design review process.</p> <p><i>Addressed by use in the zoning code Sections 330-20 to 330-69. For example, retail stores and offices require 4.5 spaces for every 1,000 sq. ft. of gross floor area. See Sections 330-90 through 330-100 for development standards.</i></p>
<p><i>Signs: Off-site sign provisions</i></p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Department of Military Base Conversion.</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Department of Military Base Conversion.</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Department of Military Base Conversion.</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Department of Military Base Conversion.</p>

<p><i>Signs:</i> <i>On-site sign provisions</i></p>	<p>Special Sign District Standards, Section 335-60 through 66 with the stated modifications.</p> <p>Illumination is allowed pursuant to Section 335-63(g) and subject to the adopted Mather Specific Plan design review procedures.</p> <p>The property boundaries forming a lease or sublease from the County or the Federal Government may be considered equivalent to a parcel boundary for the purposes of interpreting sign regulations; however, this does not apply to the division of a single building.</p> <p><i>Monument signs are permitted up to an area of one square foot per foot of public street frontage with a maximum of 100 square feet and must be set back at least 10 feet from existing public street improvements or right-of-way line as provided in Section 335-09.5(g). The maximum height at the 10-foot setback is 10 feet and may be increased by one foot for each foot of increased setback of the sign up to a maximum of 12 feet.</i></p>	<p>Industrial Office Park Zone Standard, Section 335-25 (a) and Community Interest Group signs, Section 335-10</p> <p>Multiple on-site directory signs are permitted, up to one sign for every 300 feet of public street frontage, spaced a minimum of 300 feet apart. Directory signs must be set back a minimum of 10 feet from the street right-of-way. Each sign may not exceed 40 square feet in area and 5 feet in height.</p> <p>Illumination is allowed pursuant to Section 335-20(e) and subject to the adopted Mather Specific Plan design review procedures.</p> <p>The property boundaries forming a lease or sublease from the County or the Federal Government may be considered equivalent to a parcel boundary for the purposes of interpreting sign regulations; however, this does not apply to the division of a single building.</p> <p>The use permit required for the community interest sign may be granted by the authority identified in the Mather Field Specific Plan Design Review process.</p> <p><i>1 monument sign is permitted on each parcel set back at least 10 feet from existing public street improvements or right-of-way line</i></p>	<p>Industrial Office Park Zone Standard, Section 335-25 (a)</p> <p>Illumination is allowed pursuant to Section 335-20(e) and subject to the adopted Mather Specific Plan design review procedures.</p> <p>The property boundaries forming a lease or sublease from the County or the Federal Government may be considered equivalent to a parcel boundary for the purposes of interpreting sign regulations; however, this does not apply to the division of a single building.</p> <p><i>1 monument sign is permitted on each parcel set back at least 10 feet from existing public street improvements or right-of-way line as provided in Section 335-09.5(g), limited to not more than 40 square feet on one side a 5 feet in height. In addition to the above, 1 directory sign (monument type) is permitted at the entrance to a development containing multiple uses. Each business may have 1 sign attached flat against the wall of the building in which that business is located, such that the total area of all signs attached to any one building does not exceed 5% of the area of the wall upon which those signs are attached.</i></p>	<p>Industrial Office Park Zone Standard, Section 335-25 (a)</p> <p>Illumination is allowed pursuant to Section 335-20(e) and subject to the adopted Mather Specific Plan design review procedures.</p> <p>The property boundaries forming a lease or sublease from the County or the Federal Government may be considered equivalent to a parcel boundary for the purposes of interpreting sign regulations; however, this does not apply to the division of a single building.</p> <p><i>1 monument sign is permitted on each parcel set back at least 10 feet from existing public street improvements or right-of-way line as provided in Section 335-09.5(g), limited to not more than 40 square feet on one side a 5 feet in height. In addition to the above, 1 directory sign (monument type) is permitted at the entrance to a development containing multiple uses. Each business may have 1 sign attached flat against the wall of the building in which that business is located, such that the total area of all signs attached to any one building does not exceed 5% of the area of the wall upon which those signs are attached.</i></p>
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		<p>as provided in Section 335-09.5(g), limited to not more than 40 square feet on one side a 5 feet in height. Each business may have 1 sign attached flat against the wall of the building in which that business is located, such that the total area of all signs attached to any one building does not exceed 5% of the area of the wall upon which those signs are attached.</p> <p>See zoning code for complete description of community interest group signs. In general, the sign cannot be greater than 100 square feet as a group, and 20 square feet for any one organization. The sign must be set back 10 feet from the street right-of-way. The sign must be separated from any other free standing sign by 75 feet. A use permit is required and may be granted by the authority identified in the Mather Field Specific Plan Design Review process. Fees are waived.</p>		
Perimeter fencing	<p>Fencing along property or lease boundaries is permitted, subject to the Mather Design Review process</p> <p>Fencing shall be 6 feet high composed of solid wood, masonry or chain link with slats. Said perimeter fence shall be reduced in height to 2 1/2 feet wherever it is located within 25 feet of a street right-of-way.</p>	Fencing along property or lease boundaries is permitted, subject to the Mather Design Review process	Only open ornamental fencing is permitted unless otherwise approved through the Mather Design Review process.	Only open ornamental fencing is permitted unless otherwise approved through the Mather Design Review process.

<p><i>Trash & recycling containers, enclosures</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>
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TABLE 3

	SPA ZONING CATEGORIES			
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
<i>Underlying zone</i>	Industrial Office Park (MP), Light Industrial (M-1)	Industrial Office Park (MP), Light Industrial (M-1). See also the Mather Field Airport Master Plan.	Industrial Office Park (MP), Light Industrial (M-1). See also the Mather Field Airport Master Plan.	See the SPA text and the Mather Field Airport Master Plan.
<i>Permitted uses</i>	Those uses permitted in the M-P and M-1 zones as listed in Section 230-11.	Those uses permitted in the M-P and M-1 zones as listed in Section 230-11 and other airport related activities.	Those uses permitted in the M-P and M-1 zones as listed in Section 230-11 and other airport related activities.	Airport related activities.
<i>Existing structures</i>	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.
<i>Appeals or exceptions</i>	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.
<i>Height</i>	<p>General height standards, Section 301-20 through 301-25 and the Industrial Development Standards, Section 325-04</p> <p><i>No building or structure ... shall have a height greater than 100 feet. ... (if) contiguous to a ... (residential parcel), said structure or building may not exceed 24 feet in height ... or a use permit is required. See zoning code for complete text.</i></p>	<p>General height standards Section 301-20 through 301-25 and the Industrial Development Standards, Section 325-04</p> <p><i>No building or structure ... shall have a height greater than 100 feet. ... (if) contiguous to a ... (residential parcel), said structure or building may not exceed 24 feet in height ... or a use permit is required. See zoning code for complete text.</i></p> <p>Section 325-04 (b). If no other site or development plan review process is required, than height exceptions may permitted pursuant to Section 301-22. If an equivalent design or development plan review process is required, height exceptions up to</p>	<p>General height standards Section 301-20 through 301-25 and the Industrial Development Standards, Section 325-04</p> <p><i>No building or structure ... shall have a height greater than 100 feet. ... (if) contiguous to a ... (residential parcel), said structure or building may not exceed 24 feet in height ... or a use permit is required. See zoning code for complete text.</i></p> <p>Section 325-04 (b). If no other site or development plan review process is required, than height exceptions may permitted pursuant to Section 301-22. If an equivalent design or development plan review process is required, height exceptions up to</p>	Pursuant to the review and approval of the Department of Airports.

	SPA ZONING CATEGORIES			
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
		150 feet may be permitted through that review process.	150 feet may be permitted through that review process.	
<i>Lot size</i>	M-1 Land Use Zone Standards, Section 230-24 <i>No minimum w/ water & sewer per industrial standards.</i>	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.
<i>Lot frontage, width & depth</i>	M-1 and M-2 Industrial Standards, Sections 230-25 & 34. <i>Adequate depth to provide the setbacks and yards as required & reasonable buildable area to serve the intended use.</i>	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.
<i>Setbacks: Front & side street yards</i>	There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way.	There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way. Where landscaping is not otherwise required, the remaining portions of either the front or side street yard may be used for off-street parking.	There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way.	There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way. Where landscaping is not otherwise required, the remaining portions of either the front or side street yard may be used for off-street parking.
<i>Setbacks: Rear yard & interior side yard</i>	Industrial Standards, Section 325-02 (b & c) These setback requirements shall not apply to the adjacent Specific Plan Airport District but shall be interpreted to apply to the adjacent Recreation District. <i>Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not</i>	Industrial Standards, Section 325-02 (b & c) These setback requirements shall be interpreted to apply to the adjacent Main Base District. <i>Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not less than 15 feet.</i>	Industrial Standards, Section 325-02 (b & c) These setback requirements shall not apply to the adjacent Industrial District but shall be interpreted to apply to the adjacent Recreation and Single Family Housing Districts. <i>Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which</i>	Industrial Standards, Section 325-02 (b & c) These setback requirements shall be interpreted to apply to the adjacent Main Base District, Office Subarea and Recreation District. <i>Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not</i>

SPA ZONING CATEGORIES				
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	<p><i>less than 15 feet.</i></p> <p><i>Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.</i></p>	<p><i>Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.</i></p>	<p><i>case there shall be a rear yard of not less than 15 feet.</i></p> <p><i>Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.</i></p>	<p><i>less than 15 feet.</i></p> <p><i>Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone ..., O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.</i></p>
<i>Landscaping</i>	<p>A planter or landscaped area is required at least 25 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25 foot area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. Trees shall be planted no further apart than 50 feet on center either between the curb and sidewalk or within the landscaped area adjacent to the edge of the roadway right-of-way subject to the approval of the Mather Design Review process. The planter shall include native landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and</p>	<p>A planter or landscaped area is required at least 5 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 5 foot area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk or, if no sidewalk, edge of right-of-way. The planter shall include landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.</p>	<p>A planter or landscaped area is required at least 25 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25 foot area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk or, if no sidewalk, edge of right-of-way. The planter shall include native landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.</p>	<p>A planter or landscaped area is required at least 5 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 5 foot area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. The planter shall include landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.</p> <p>The requirements of Section 315-45 (c, d, e, f, and g) shall apply.</p> <p><i>Requirements include:</i></p> <ul style="list-style-type: none"> - an irrigation system and live

	SPA ZONING CATEGORIES			
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	<p>driveway intersections shall not exceed 2.5 feet in height.</p> <p>The requirements of Section 315-45 (c, d, e, f, and g) shall apply.</p> <p>Requirements include:</p> <ul style="list-style-type: none"> - an irrigation system and live landscaping shall be provided & maintained. - protected from vehicle encroachment. - may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas. - they shall be cared for and maintained. 	<p>The requirements of Section 315-45 (c, d, e, f, and g) shall apply.</p> <p>Requirements include:</p> <ul style="list-style-type: none"> - an irrigation system and live landscaping shall be provided & maintained. - protected from vehicle encroachment. - may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas. - they shall be cared for and maintained. 	<p>The requirements of Section 315-45 (c, d, e, f, and g) shall apply.</p> <p>Requirements include:</p> <ul style="list-style-type: none"> - an irrigation system and live landscaping shall be provided & maintained. - protected from vehicle encroachment. - may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas. - they shall be cared for and maintained. 	<p>landscaping shall be provided & maintained.</p> <ul style="list-style-type: none"> - protected from vehicle encroachment. - may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas. - they shall be cared for and maintained.
Parking	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p> <p>Addressed by use in the zoning code Sections 330-20 to 330-69. For example: Section 330-56, manufacturing plants, requires the greater of either 1 space for each employee and each company</p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p> <p>Addressed by use in the zoning code Sections 330-20 to 330-69. For example: Section 330-56, manufacturing plants, requires the greater of either 1 space for each employee and each company</p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p> <p>Addressed by use in the zoning code Sections 330-20 to 330-69. For example: Section 330-56, manufacturing plants, requires the greater of either 1 space for each employee and each company</p>	<p>Pursuant to regulation by the Department of Airports.</p>

SPA ZONING CATEGORIES				
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	<i>operated vehicle or 1 space for every five hundred square feet of gross floor area and each company operated vehicle; Section 330-58, warehouses, warehouses and storage buildings shall provide 1 space for each employee plus 1 space for each company operated vehicle or 1 space for every 2,000 square feet of gross floor area, whichever is greater; or Section 330-60 (c), other industrial uses, requires the number of parking spaces determined to be necessary by the Director of the Department of Public Works or his designee based upon the anticipated maximum occupant load. See Sections 330-90 through 330-100 for development standards.</i>	<i>operated vehicle or 1 space for every five hundred square feet of gross floor area and each company operated vehicle; Section 330-58, warehouses, warehouses and storage buildings shall provide 1 space for each employee plus 1 space for each company operated vehicle or 1 space for every 2,000 square feet of gross floor area, whichever is greater; or Section 330-60 (c), other industrial uses, requires the number of parking spaces determined to be necessary by the Director of the Department of Public Works or his designee based upon the anticipated maximum occupant load. See Sections 330-90 through 330-100 for development standards.</i>	<i>operated vehicle or 1 space for every five hundred square feet of gross floor area and each company operated vehicle; Section 330-58, warehouses, warehouses and storage buildings shall provide 1 space for each employee plus 1 space for each company operated vehicle or 1 space for every 2,000 square feet of gross floor area, whichever is greater; or Section 330-60 (c), other industrial uses, requires the number of parking spaces determined to be necessary by the Director of the Department of Public Works or his designee based upon the anticipated maximum occupant load. See Sections 330-90 through 330-100 for development standards.</i>	
<i>Signs: Off site sign provisions</i>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be</p>

	SPA ZONING CATEGORIES			
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.
<i>Signs: On-site sign provisions</i>	<p>Commercial and Industrial Standards, Sections 335-20 and 21.</p> <p>Unless otherwise specified in these Specific Plan Standards, all other provisions of the zoning code applicable to M-1 zoning shall apply.</p> <p><i>See zoning code text for complete description. The following is a very brief summary only.</i></p> <p><i>In general, for signs attached to buildings, the total area of all signs attached to a building ... with a 50 foot or greater setback from the street right-of-way line, ... shall not exceed 3 square feet per foot of building frontage ... No sign ... shall project above the roof of a building ... with some exceptions allowed.</i></p> <p><i>In general, directory signs shall not exceed 200 square feet. Directory pole/monument signs ... shall be set back not less than 10 feet from existing public street improvements or right-of-way line... The maximum height .. shall be 25 feet.</i></p> <p><i>In general, non-directory signs shall be allowed an area of 1 square foot</i></p>	<p>Commercial and Industrial Standards, Sections 335-20 and 21.</p> <p>Unless otherwise specified in these Specific Plan Standards, all other provisions of the zoning code applicable to M-1 zoning shall apply.</p> <p><i>See zoning code text for complete description. The following is a very brief summary only.</i></p> <p><i>In general, for signs attached to buildings, the total area of all signs attached to a building ... with a 50 foot or greater setback from the street right-of-way line, ... shall not exceed 3 square feet per foot of building frontage ... No sign ... shall project above the roof of a building ... with some exceptions allowed.</i></p> <p><i>In general, directory signs shall not exceed 200 square feet. Directory pole/monument signs ... shall be set back not less than 10 feet from existing public street improvements or right-of-way line... The maximum height .. shall be 25 feet.</i></p> <p><i>In general, non-directory signs shall be allowed an area of 1 square foot</i></p>	<p>Commercial and Industrial Standards, Sections 335-20 and 21.</p> <p>Unless otherwise specified in these Specific Plan Standards, all other provisions of the zoning code applicable to M-1 zoning shall apply.</p> <p><i>See zoning code text for complete description. The following is a very brief summary only.</i></p> <p><i>In general, for signs attached to buildings, the total area of all signs attached to a building ... with a 50 foot or greater setback from the street right-of-way line, ... shall not exceed 3 square feet per foot of building frontage ... No sign ... shall project above the roof of a building ... with some exceptions allowed.</i></p> <p><i>In general, directory signs shall not exceed 200 square feet. Directory pole/monument signs ... shall be set back not less than 10 feet from existing public street improvements or right-of-way line... The maximum height .. shall be 25 feet.</i></p> <p><i>In general, non-directory signs shall be allowed an area of 1 square foot</i></p>	Pursuant to regulation by the Department of Airports.

SPA ZONING CATEGORIES				
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	<p><i>per foot of the public street frontage with a maximum of 200 square feet. Nondirectory pole signs ... shall be set back not less than 10 feet from existing public street improvements of right-of-way line ... The maximum height ... with a 10 foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.</i></p> <p><i>See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.</i></p>	<p><i>per foot of the public street frontage with a maximum of 200 square feet. Nondirectory pole signs ... shall be set back not less than 10 feet from existing public street improvements of right-of-way line ... The maximum height ... with a 10 foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.</i></p> <p><i>See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.</i></p>	<p><i>per foot of the public street frontage with a maximum of 200 square feet. Nondirectory pole signs ... shall be set back not less than 10 feet from existing public street improvements of right-of-way line ... The maximum height ... with a 10 foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.</i></p> <p><i>See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.</i></p>	
<i>Perimeter fencing</i>	<p>Section 301-60 through 66.</p> <p><i>Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	<p>Section 301-60 through 66.</p> <p><i>Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	<p>Section 301-60 through 66.</p> <p><i>Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	Pursuant to regulation by the Department of Airports.
<i>Trash & recycling containers, enclosures</i>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p>

	SPA ZONING CATEGORIES			
	Industrial District	Mather Airport District (See Table 4 for the Airport Open Space Subarea)		
		North Airport Industrial Subarea	South Airport Industrial Subarea	Airport Runway and Environs
	<i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i>	<i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property..</i>	<i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i>	<i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i>

TABLE 4

	SPA ZONING CATEGORIES			
	Airport Open Space Subarea of the Airport District	The Recreation District <i>(The Mather Regional Park)</i>	Commercial Recreation District	The Single Family Housing District
<i>Underlying zone</i>	See the SPA text.	See the SPA text and the Mather Regional Park Land Use Plan.	See the SPA text.	See the SPA text.
<i>Permitted uses</i>	Open space.	Passive and active recreation uses and commercial and office uses related to recreational activities as identified in the Mather Regional Park Land Use Plan.	See the text of the Mather SPA.	Residential uses.
<i>Existing structures</i>	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.	Not applicable.	Per private application.
<i>Appeals or exceptions</i>	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	Per private application and existing zoning code standards.
<i>Height</i>	Not applicable.	Commercial Development Standards, Section 315-44. This standards shall apply to structures within 100 feet of a residential parcel. In the active recreation areas, structures up to 150 feet may be approved without an exception if approved as part of the Mather Design Review process <i>If contiguous to a residential parcel, 24 foot maximum or a use permit is required. Otherwise, 40 foot maximum; exceptions allowed to a 150 foot maximum, however, cannot exceed 2.5 FAR.</i>	Institutional Use Development Standards Section 320-01. <i>40 feet with exceptions.</i>	Per private application.
<i>Lot frontage, width & depth</i>	Not applicable.	Not applicable.	Commercial Standards (SC, LC, GC, AC, TC) Section 315-41(c)	Per private application.

	SPA ZONING CATEGORIES			
	Airport Open Space Subarea of the Airport District	The Recreation District (The Mather Regional Park)	Commercial Recreation District	The Single Family Housing District
			<i>Individual lot frontage on a public street is not required; however, lots shall have sufficient width and depth to maintain the yard areas as required in this Article and adequate building area to serve the intended uses.</i>	
<i>Setbacks: Front & side street yards</i>	Not applicable.	<p>Commercial Standards, Section 315-42 (b)</p> <p><i>At least 50 feet between any structure & the public street right-of-way. Can be reduced to 25 feet if for each square foot of additional buildable area created, an equivalent square foot of additional planter or landscaped area is provided in the corresponding front or side street yard.</i></p>	<p>Commercial Standards, Section 315-42 (b)</p> <p>Any reception center prison facilities, including fencing, must have a minimum setback of 100 feet from the edge of the public right-of-way.</p> <p><i>At least 50 feet between any structure & the public street right-of-way. Can be reduced to 25 feet if for each square foot of additional buildable area created, an equivalent square foot of additional planter or landscaped area is provided in the corresponding front or side street yard.</i></p>	Per private application.
<i>Setbacks: Rear yard & interior side yard</i>	Not applicable.	<p>Pursuant to the requirements of the Mather Regional Park Land Use Plan except where adjacent to a residential use, a 25 foot setback is required for all structures, active use areas, parking areas or similar or related uses.</p>	<p>Commercial Standards, Section 315-43 (b, c, d, e & f)</p> <p><i>At least 25 feet between any structure and the boundary line of any adjacent residential, recreational, agricultural, or agricultural-residential zone; otherwise a rear or interior side yard is not required. (Exceptions allowed including for mechanical equipment).</i></p>	Per private application.

<i>Lot size</i>	Not applicable.	Not applicable.	<i>No minimum w/ water & sewer per commercial standards.</i>	Per private application.
<i>Landscaping</i>	Not applicable.	Pursuant to the Mather Regional Park Land Use Plan	<p>A planter or landscaped area is required at least 25 feet wide, measured on a horizontal plane and excluding curbing, shall be provided adjacent to all streets rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25 foot area above, unless this requirement is waived by the Director of the Department of Public Works or his designee. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk or, if no sidewalk, edge of right-of-way. The planter shall include native landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.</p> <p>The requirements of Section 315-45 (c, d, e, f, and g) shall apply.</p> <p><i>Requirements include:</i></p> <ul style="list-style-type: none"> - <i>an irrigation system and live landscaping shall be provided & maintained.</i> - <i>protected from vehicle encroachment.</i> 	Per private application

			<ul style="list-style-type: none"> - may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas. - they shall be cared for and maintained. 	
<i>Parking</i>	Not applicable.	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p> <p><i>Addressed by use in the zoning code Sections 330-20 to 330-69. See Sections 330-90 through 330-100 for development standards.</i></p>	<p>Parking Standards, Sections 330-01 through 330-150.</p> <p>A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.</p> <p><i>Addressed by use in the zoning code Sections 330-20 to 330-69. See Sections 330-90 through 330-100 for development standards.</i></p>	Per private application
<i>Signs: Off site sign provisions</i>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a</p>	<p>Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Project Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height..</p> <p>Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a</p>	Per private application

	non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.	
Signs: On-site sign provisions	Not applicable.	The number of signs shall be determined by Sacramento County consistent with provisions of the Mather Regional Park Land Use Plan. Each individual sign (free-standing or signs attached to buildings) shall not exceed 60 square feet (computation of area pursuant to zoning code section 130-160). The maximum height of any sign shall be 6 feet. All signs shall be setback a minimum of 10 feet from the public street right-of-way. Setbacks from non-public streets shall be determined by the Sacramento County Park and Recreation District.	<p>Industrial Office Park Standard, Section 335-25 (a)</p> <p>Illumination is allowed pursuant to Section 335-20(e) and subject to the adopted Mather Specific Plan design review procedures.</p> <p>The property boundaries forming a lease or sublease from the County or the Federal Government may be considered equivalent to a parcel boundary for the purposes of interpreting sign regulations; however, this exception does not apply to the division of a single building.</p> <p><i>1 monument sign is permitted on each parcel set back at least 10 feet from existing public street improvements or right-of-way line as provided in Section 335-09.5(g), limited to not more than 40 square feet on one side a 5 feet in height. In addition to the above, 1 directory sign (monument type) is permitted at the entrance to a development containing multiple uses. Each business may have 1 sign attached flat against the wall of the building in which that business is located, such that the total area of all signs attached to any one building does not exceed 5% of the area of the wall upon which those signs are attached.</i></p>	Per private application

<i>Fencing</i>	<p>Section 301-60 through 64.</p> <p><i>Open security fences are permitted such as wrought iron or chain link. Fences or walls are not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	<p>Section 301-60 through 64.</p> <p><i>Open security fences are permitted such as wrought iron or chain link. Fences or walls are not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	<p>Section 301-60 through 64.</p> <p><i>Open security fences are permitted such as wrought iron or chain link. Fences or walls are not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.</i></p>	Per private application
<i>Trash & recycling containers, enclosures</i>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	<p>Section 315-50 and 51.</p> <p>For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.</p> <p><i>Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.</i></p>	Per private application

Road Improvement and Maintenance Standards

Road Maintenance Standards

Tertiary Roadways

Signs and Markings. Perform periodic inventory for adequacy of existing traffic control devices; recommend warning and regulatory signs as necessary. Replace signs that have lost their reflective quality. Replace striping that is seriously below standard. Demarcate fixed objects. Repair or replace damaged signs with the standard response level.

Street Lights and Traffic Signals. Many street lights have low wattage and obtain their service from buildings. These lights may be considered as non-county lights. Perform an inventory of those lights that may have systems. Maintain the function of those systems that fall wholly within the right-of-way with the standard response level.

Pavement. Response priority for pavement repair can be considered low and will concentrate on maintaining the

pavement in a safe, passable condition. A programmed resurfacing or rehabilitation treatment shall not be applied unless there are economic advantages as determined by the Transportation Division.

Sweeping. For significant spills only.

Curb, Gutter and Sidewalk. Do not include in replacement inventory. Make temporary repairs with asphalt concrete.

Trees. Trim as necessary for passage of vehicles. Remove limbs in roadway. Low response priority.

Culverts and Bridges. Remove debris as specific flooding is identified. Low response priority.

Roadside Ditches. Mow or spray for visibility and when vegetation prevents storm water from leaving the roadway only. Clean ditches as specific flooding is identified. Low response priority.

Litter Removal. Remove debris in roadway. No roadside pickup. Low response priority.

Drain Inlets and Laterals. Respond to inlet blockage as specific flooding is identified. Low response.

Fencing and Walls. Remove damaged structures for pedestrian safety concerns only.

Toxic Spills. Same response as normal County roads.

Graffiti Removal. None.

Landscaping. Maintain the function of those irrigation systems that fall wholly within the right-of-way with the standard response level. Perform periodic mowing or spraying to keep growth to a 6-inch maximum height. No applications of fertilizers, weed controls, aeration or edging.

Secondary Roadways

Signs and Markings. Perform periodic inventory for adequacy of existing traffic control devices; recommend warning and regulatory signs as necessary. Replace signs that have lost their reflective quality. Replace striping on a periodic cycle. Demarcate fixed objects. Repair or replace damaged signs with the standard response level. This is to County standards.

Street Lights and Traffic Signals. Maintain the function of those lighting systems that fall wholly within the right-of-way with the standard response level. A programmed rehabilitation schedule shall not be applied unless there are economic advantages to do so. Install safety lighting as necessary.

Pavement. Response priority for pavement repair can be considered moderate and will concentrate on maintaining the pavement in a safe, passable condition. A programmed resurfacing or rehabilitation treatment shall not be applied unless there are economic advantages as determined by the Transportation Division.

Sweeping. For significant spills and periodic sweeping on designated bike routes only.

Curb, Gutter and Sidewalk. Do not include in replacement inventory. Make temporary repairs with asphalt concrete.

Trees. Trim as necessary for passage of vehicles, and trim limbs and roots that create potential hazards. Remove limbs in roadway. Low response priority.

Culverts and Bridges. Perform periodic safety inspections. Replace culverts as prioritized with other locations within the county. Remove debris as specific flooding is identified. Moderate response priority for flooding.

Roadside Ditches. Mow or spray for visibility and when vegetation prevents storm water from leaving the roadway only. Clean ditches as specific flooding is identified. Moderate response priority.

Litter Removal. Remove debris in roadway and from roadside. Moderate response priority.

Drain Inlets & Laterals. Respond to inlet blockage as specific flooding is identified. Moderate response priority.

Fencing and Walls. Remove damaged structures for pedestrian safety concerns only.

Toxic Spills. Same response as normal County roads.

Graffiti Removal. Remove graffiti on County-owned facilities.

Landscaping. Maintain the function of existing irrigation systems with the standard response level. A programmed rehabilitation treatment of the existing irrigation system shall not be applied unless there are economic advantages as determined by the Transportation Division. Perform periodic mowing or spraying to keep growth to a four-inch maximum height. No applications of fertilizers, weed controls, aeration, or edging.

Primary Roadways

It is assumed that the EDA roadway improvement project will upgrade those facilities within the project limits to the current County standards, maintained to the standard level. On those primary roadways not included in the EDA project, the following standards shall apply:

Signs and Markings. Same response as normal County roads.

Street Lights and Traffic Signals. Maintain the function of those lighting systems that fall wholly within the right-of-way with the standard response level. A programmed rehabilitation schedule shall build upon the “backbone” system that will be installed by the EDA project and prioritized with other locations within the County.

Pavement. Same response as normal County roads. A programmed resurfacing schedule shall be prioritized with other locations within the County.

Sweeping. Same response as normal County roads.

Curb, Gutter and Sidewalk. Include damaged sections in replacement inventory and prioritized with other locations within the County.

Trees. Same response as normal County standards.

Culverts and Bridges. Perform periodic safety inspections. Replace culverts as necessary. Remove debris as specific flooding is identified. Same response as normal County roads.

Roadside Ditches. Same response as normal County roads, including upgrades to enhance drainage.

Litter Removal. Same response as normal County roads.

Drain Inlets and Laterals. Same response as normal County roads.

Fencing and Walls. Same response as normal County roads, including replacement.

Toxic Spills. Same response as normal County roads, including graffiti that is visible from the street.

Landscaping. Maintain the function of existing irrigation systems with the standard response level. A programmed rehabilitation schedule shall build upon the “backbone” system that will be installed by the EDA project and prioritized with other locations within the County. Perform increased mowing cycles and the applications of fertilizers, weed controls, aeration or edging.

Road Improvement Standards

Primary Roadways

In general, the County Improvement Standards will apply as modified by the road configuration and landscaping shown in the Specific Plan. These improvements could be deferred for a short time when existing buildings are occupied; however, an in-lieu fee would be taken for construction of the improvements with a larger future project, where the whole block can be addressed.

Street Lights. The installation of decorative streetlights that are consistent with the EDA roadways should be encouraged in the Main Base Area. On the remainder of the streets, standard streetlights would be installed.

Frontage Improvements. Install road widening to the ultimate width identified in the Specific Plan and construct standard curb and gutter, with appropriate longitudinal profile to establish road drainage and provide a variable overlay to transition the new lip of curb to the existing road grade. Install or augment existing sidewalks and ramps to comply with Americans with Disabilities Act standards. Improve corner radii so that bus turning movements can be accommodated. Small radii should be installed on intersections with one-way streets to discourage wrong-way turns and shorten the crosswalk length.

Landscape Improvements. A landscape master plan should be prepared for each design district, and the plantings and irrigation should be installed per that plan.

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made, and the adequacy of the existing facilities shall be made by the various County departments.

Secondary Roadways

Street Lights. The installation of decorative streetlights that are consistent with the EDA roadways should be encouraged in the Main Base Area. On the remainder of the streets, standard streetlights would be installed.

Frontage Improvements. Install or augment existing sidewalks and ramps to comply with ADA standards.

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made, and the adequacy of the existing facilities shall be made by the various County departments.

Tertiary Roadways

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made, and the adequacy of the existing facilities shall be made by the various County Departments.

Capital Improvement Program

Capital Improvement Program

MATHER FIELD ROADWAY SYSTEM

Proposed roadway projects that are needed to accommodate traffic with build out of the Mather Field Specific Plan land uses and costs allocated to Mather Field are identified below and shown in Exhibit No. 1. The proposed funding sources for the roadway projects are as follows:

1. Mather Field Public Facilities Financing Plan Fees	\$20,061,683
2. Economic Development Administration (EDA) grant	\$6,919,451
3. Tax Increment	\$26,000,000
4. Sacramento Housing and Redevelopment Agency	\$108,433
5. Rancho Cordova Recreation and Parks District	<u>\$33,433</u>
Total	\$53,123,000

MATHER FIELD ROADWAY SYSTEM CAPITAL IMPROVEMENT PLAN			
Projects	Limits	Improvement (share of cost)	Financing Plan Cost
1. Mather Blvd/Norden Ave	Macready Ave to Bleckley St	One way couplet/2-lane arterial 100%)*	\$2,900,000
2. Von Karman St/Whitehead St	Lower Placerville Rd to Macready Ave	One way couplet (100%)	\$2,300,000
3. Airport Terminal Access	Macready Ave to Superfortress Ave	One way couplet (100%)	\$700,000
4. Mather Blvd	Bleckley St to Douglas Rd	2-lane arterial/overlay (100%)	\$1,000,000
5. Femoyer St extension	Lower Placerville Rd to International Dr	2-lane collector (100%)	\$800,000
6. Excelsior Rd/Douglas Rd	Kiefer Blvd to Jackson Rd	4-lane arterial (100%)**	\$2,200,000
7. Douglas Rd	Zinfandel Dr to Property Line	6-lane thoroughfare (100%)*	\$1,300,000
8. Zinfandel Dr	Douglas Rd to Mather Blvd (new)	6-lane thoroughfare (100%)*	\$2,300,000
9. Mather Blvd	Femoyer St to Zinfandel Dr	4-lane arterial (100%)*	\$4,000,000
10. Eagles Nest Rd	South of Douglas Rd	realignment (100%)	\$500,000
11. Spaatz Way	Neely Way to Routier Rd	2-lane collector (100%)	\$1,800,000
12. Routier Rd	Old Placerville Rd to Kiefer Blvd	4-lane arterial (100%)**	\$4,000,000
13. Douglas Rd	Mather Blvd to Kiefer Blvd	4-lane arterial (100%)*	\$4,300,000
14. Main Base Collector Streets	Various locations	2-lane collectors (100%)	\$6,800,000
15. Eagles Nest Rd	Douglas Rd to Kiefer Blvd	4-lane arterial (100%)*	\$3,700,000
16. Mather/Whitehead & Macready/Mather	Intersections	traffic signals (100%)	\$80,000
17. Mather Field Rd	International to Lower Placerville Rd	Reconstruct entrance (100%)	\$130,000
18. Kiefer Blvd	Routier Rd to Sunrise Blvd	2-lane arterial (11%)	\$990,000
19. Douglas Rd	Property Line to Sunrise Blvd	6-lane thoroughfare (45%)*	\$3,500,000
20. Eagles Nest Rd	Kiefer Blvd to Jackson Rd	2-lane arterial (75%)**	\$2,100,000
21. Sunrise Blvd/Jackson Rd	Intersection	Widening/Signal modification (15%)	\$110,000
22. Excelsior Rd/Kiefer Blvd	Intersection	Widening/Signal installation (41%)	\$160,000
23. Sunrise Blvd/Kiefer Blvd	Intersection	Widening/Signal installation (27%)	\$60,000
24. Florin Rd	Bradshaw Rd to Grant Line Rd	4-lane arterial (27%)**	\$3,140,000
25. Jackson Rd (SR 16)	Bradshaw Rd to Grant Line Rd	4-lane arterial (9%)**	\$1,320,000
26. Douglas Rd	Sunrise Blvd to Grant Line Rd	4-lane arterial (4%)**	\$300,000
27. International Dr	Current end to Sunrise Blvd	6-lane thoroughfare (45%)*	\$2,500,000
28. Entry Kiosk & Corridor Improvement	Mather Field Rd. & Block S. of Armstrong Ave.	Landscaping & Kiosk Turnout (100%)	\$133,000
GRAND TOTAL			\$53,123,000

Notes: * Indicates Raised Median

** Indicates Striped Median with Two Way Left Turn Lane

Prepared by: Public Infrastructure Planning and Financing Section 2/20/97

Source: Transportation Division

Capital Improvement Program

MATHER FIELD SANITARY SEWER SYSTEM

Proposed sanitary sewer system improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 2.

SRCSD FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
Folsom - Bradshaw Interceptor	3,600 LF	\$4,320,000
Mather Interceptor	13,300 LF	\$7,980,000
TOTAL		\$12,300,000

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
replace manhole frame & cover	4 EA	\$5,200
reset manhole frame & cover	17 EA	\$14,900
construct inside drop (manhole)	35 EA	\$41,200
treat manhole for roots	6 EA	\$1,600
reconstruct manhole components	30 EA	\$38,400
reconstruct manhole	2 EA	\$11,300
remove manhole steps	50 Manholes	\$24,900
cured-in-place point repair	119 LF	\$133,400
mechanical point repair	29 EA	\$56,700
treat pipe for roots	29,800 LF	\$68,000
sliplining	11,500 LF	\$829,900
replace pipe < 20 feet	141 Locations	\$233,300
replace pipe > 20 feet	6,100 LF	\$575,700
cut protruding lateral	3 EA	\$1,900
construct access road	1 LS	\$143,700
TOTAL		\$2,180,100

Capital Improvement Program

MATHER FIELD SANITARY SEWER SYSTEM (CONTINUED)

CSD NO. 1 FACILITIES & COSTS		
Item	Quantity	Estimated Cost
Main Base Area Manhole and Pipeline Rehabilitation:*		
replace manhole frame and cover	6 EA	\$8,600
reset manhole frame and cover	16 EA	\$30,200
construct inside drop (manhole)	5 EA	\$5,700
treat manhole for roots	1 EA	\$200
reconstruct manhole components	9 EA	\$11,700
remove manhole steps	17 MH	\$12,600
pressure grout manhole	15 EA	\$29,000
non-typical manhole rehabilitation	3 EA	\$4,200
cured - in - place point repair (pipeline)	205 LF	\$189,800
mechanical point repair (pipeline)	9 EA	\$21,200
treat pipe for roots	3,525 LF	\$8,300
sliplining	5,449 LF	\$462,300
pipe replacement < 20 feet	8 Locations	\$14,700
pipe replacement > 20 feet	1,783 LF	\$184,100
cut protruding service lateral	1 EA	\$700
non-typical pipeline rehabilitation	3 EA	\$14,700
construct access roads	1 LS	\$98,300
sub total		\$1,096,300
Single Family Housing Area Manhole and Pipeline Rehabilitation:		
replace manhole frame and cover	1 EA	\$2,500
reset manhole frame and cover	8 EA	\$13,700
construct inside drop	4 EA	\$4,700
treat manhole for roots	1 EA	\$200
reconstruct manhole components	1 EA	\$600
remove manhole steps	5 Manholes	\$3,600
cured - in - place point repair (pipeline)	117 LF	\$91,800
mechanical point repair (pipeline)	6 EA	\$12,700
treat pipe for roots	2,500 LF	\$5,700
sliplining	1,800 LF	\$159,200
pipe replacement < 20 feet	2 Locations	\$3,100
pipe replacement > 20 feet	700 LF	\$65,200
sub total		\$363,000
South Industrial Area Trunk Sewers:		
15" diameter vitrified clay pipe (VCP) sewer pipe	2,300 LF	\$368,000
18" diameter VCP sewer pipe	1,600 LF	\$318,400
21" diameter VCP sewer pipe	500 LF	\$82,000
manholes	6 EA	\$17,700
sub total		\$786,100
South Recreational Area Trunk Sewers:		
15" diameter VCP sewer pipe	1,400 LF	\$224,000
18" diameter VCP sewer pipe	1,800 LF	\$358,200
21" diameter VCP sewer pipe	9,000 LF	\$1,476,000
manholes	17 EA	\$108,300
sub total		\$2,166,500
TOTAL		\$4,411,900

Capital Improvement Program

MATHER FIELD SANITARY SEWER SYSTEM (CONTINUED)

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS*		
Item	Quantity	Estimated Cost
CSD NO. 1 Facilities Rehabilitation and Improvements Within EDA Grant Roadways:		
8" Diameter vitrified clay pipe (VCP) Sewer Pipe	1,918 LF	\$93,800
10" Diameter VCP Sewer Pipe	862 LF	\$56,000
12" Diameter VCP Sewer Pipe	1,354 LF	\$132,000
15" Diameter VCP Sewer Pipe	383 LF	\$39,800
Reconstruct Manhole Frame	7 EA	\$5,500
8" Ductile Iron Pipe (DIP) Sewer Pipe	20 LF	\$1,300
10" DIP Sewer Pipe	40 LF	\$3,100
12" DIP Sewer Pipe	40 LF	\$3,900
Abandon Sewer	1 LS	\$19,500
48" Precast Sewer Manhole	18 EA	\$35,100
60" Sewer Manhole	1 EA	\$3,900
Rehabilitate Sewer Service	27 EA	\$53,300
Sheeting, Shoring and Bracing	1 LS	\$13,000
sub total		\$460,200
CSD NO. 1 Facilities Rehabilitation in Main Base Area:		
Replace Manhole Frame and Cover	25 EA	\$31,500
Construct Inside Drop (Manhole)	1 EA	\$800
Treat Manhole For Roots	6 EA	\$2,000
Reconstruct Manhole Component	5 EA	\$7,200
Reconstruct Manhole	1 EA	\$5,500
Remove Manhole Steps	42 MH	\$20,500
Non-Typical Manhole Rehabilitation	3 EA	\$15,800
Cured in Place Point Repair (Pipeline)	19 LF	\$13,200
Mechanical Point Repair (Pipeline)	9 EA	\$19,800
Root Foam	5,518 LF	\$14,600
Sliplining	1,697 LF	\$161,800
Pipe Replacement < 20 Feet	3 Locations	\$6,300
Pipe Replacement > 20 Feet	1,360 LF	\$159,400
Cut Protruding Service Lateral	6 EA	\$3,800
Scheduled Pipeline Cleaning & Maintenance	336 LF	\$5,300
Non-Typical Pipeline Rehabilitation	2 EA	\$4,700
sub total		\$472,200
SRCS D Facilities Within EDA Grant Roadways :		
Interceptor Sleeve(1)	400 LF	\$42,600
TOTAL		\$975,000

(1) \$42,600 represents SRCSD's carrying cost for funding construction of the interceptor sleeve 8 years early.

*Rehabilitation of CSD No. 1 facilities in Main Base Area and improvements to SRCSD facilities that are associated with the EDA Grant Roadway Project

Prepared by: Public Infrastructure Planning and Financing Section 3-14-97. Source: Water Quality Division

Capital Improvement Program

MATHER FIELD WATER SUPPLY SYSTEM

Proposed water supply improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 3.

SACRAMENTO COUNTY WATER AGENCY ZONE 40 FACILITIES & COSTS		
Item	Quantity	Estimated Cost
10" water line	28,500 LF	\$1,111,500
12" water line	20,300 LF	\$913,500
14" water line	8,500 LF	\$459,000
16" water line	4,000 LF	\$264,000
1 MGD Well w/Treatment	5 EA	\$7,312,500
1.0 MG storage tank	1 EA	\$1,275,000
1.5 MG storage tank	2 EA	\$3,825,000
sub-total*		\$15,160,500
ZONE 40 48" Transmission Main	15,000 LF	\$2,000,000
TOTAL		\$17,160,500

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

SACRAMENTO COUNTY WATER MAINTENANCE DISTRICT FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
water meter and cross-connection retrofit	1 LS	\$230,000
TOTAL		\$230,000

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
10" water line	2,500 LF	\$165,000
upgrade wells	5 EA	\$112,500
sub-total*		\$277,500
distribution system rehabilitation with valves and hydrants	1 LS	\$175,000
mechanical and electrical system rehabilitation	1 LS	\$85,000
TOTAL		\$537,500

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

Capital Improvement Program

MATHER FIELD WATER SUPPLY SYSTEM (CONTINUED)

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS**		
Item	Quantity	Estimated Cost
10" water line	4,000 LF	\$156,000
10" water line (existing street)	38,600 LF	\$2,547,600
12" water line	3,000 LF	\$135,000
12" water line (existing street)	4,200	\$302,400
14" water line (existing street)	4,700 LF	\$430,500
16" water line	6,000 LF	\$396,000
upgrade wells	4 EA	\$90,000
add booster pump	1 EA	\$67,500
0.5 million gallon storage tank	1 EA	\$750,000
	sub-total*	\$4,875,000
distribution system rehabilitation with valves and hydrants	1 LS	\$175,000
mechanical and electrical system rehabilitation	1 LS	\$85,000
replace 0.65 million gallon reservoir	1 EA	\$1,000,000
	sub-total	\$1,260,000
	TOTAL	\$6,135,000

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

**Improvements & rehabilitation of existing Sacramento County Water Maintenance District facilities in developed areas or associated with EDA Grant Roadway Project

Prepared by: Public Infrastructure Planning and Financing Section 3-14-97
Source: Water Resources Division

Capital Improvement Program

MATHER FIELD STORM DRAINAGE SYSTEM

Proposed storm drainage improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 4.

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS (Project Area "B")		
Item	Quantity	Estimated Cost
36" Concrete pipe	3,000 LF	\$282,700
drop inlet	60 EA	\$165,300
overland release	1 LS	\$507,500
TOTAL		\$955,500

SACRAMENTO COUNTY WATER AGENCY ZONE 11A FACILITIES AND COSTS (Project Area "C")		
Item	Quantity	Estimated Cost
54" Concrete drain pipe	2,000 LF	\$307,400
48" Concrete drain pipe	7,700 LF	\$960,190
36" Concrete drain pipe	9,700 LF	\$914,200
concrete channel	2,000 LF	\$435,000
earth channel	2,800 LF	\$203,000
5' x 5' box culvert	1 LS	\$18,850
6' x 8' box culvert	1 LS	\$244,180
detention basins	1 LS	\$1,327,180
TOTAL		\$4,410,000

Capital Improvement Program

MATHER FIELD STORM DRAINAGE SYSTEM (CONTINUED)

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS*		
Item	Quantity	Estimated Cost
15" Concrete drain pipe	220 LF	\$13,400
18" Concrete drain pipe	370 LF	\$23,100
24" Concrete drain pipe	1,340 LF	\$85,500
30" Concrete drain pipe	680 LF	\$51,300
36" Concrete drain pipe	2,640 LF	\$248,900
42" Concrete drain pipe	1,800 LF	\$196,800
54" Concrete drain pipe	400 LF	\$61,500
Manhole	18 EA	\$49,600
drop inlet	80 EA	\$220,500
Pipe outfall structure	1 EA	\$2,900
TOTAL		\$953,500

*Stormwater Utility facilities within Project Area "A"

Prepared by: Public Infrastructure Planning and Financing Section 2-25-97
Source: Water Resources Division

Capital Improvement Program

MATHER FIELD FIRE PROTECTION FACILITIES & EQUIPMENT

Proposed fire protection facilities and equipment needed to accommodate Mather Field Specific Plan land uses are identified below.* The fire station site location has not been established.

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN COSTS FOR FIRE PROTECTION INFRASTRUCTURE INCLUDING FIRE STATION, ENGINE COMPANY AND GRASS UNIT*

ON-SITE FIRE STATION

• Building	\$1,500,000
• Land	\$ 500,000
• Furnishings	<u>\$ 50,000</u>
sub total	\$1,825,000

ENGINE COMPANY

• Apparatus	\$250,000
• Equipment	<u>\$ 50,000</u>
sub total	\$300,000

GRASS UNIT

• Apparatus	\$150,000
• Equipment	<u>\$ 25,000</u>
sub total	\$175,000

TOTAL \$2,300,000

***Note:** Operation of the new fire station is conditional upon the availability of either sufficient fire district general funds for ongoing personnel and other operational costs, or an independent decision by the fire district to relocate personnel from other community fire stations to Mather Field, as part of an overall comprehensive Fire Station Master Plan process, which is currently under development. Furthermore, costs listed do not include funds for aircraft crash/fire/rescue equipment for use in protecting Mather Airport.

Prepared by: Public Infrastructure Planning and Financing Section 3-8-97
Source: Sacramento Co. Fire Protection District

Capital Improvement Program

MATHER FIELD ELECTRIC DISTRIBUTION FACILITIES

Proposed electric distribution facilities relocations needed to accommodate the EDA Grant Roadway Project and system improvements needed to accommodate Mather Field Specific Plan land uses through 1998 are identified below.

SACRAMENTO MUNICIPAL UTILITIES DISTRICT (SMUD) FACILITIES & COSTS

SMUD Electric System Improvements Through 1998 \$3,216,000

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS

SMUD Facilities Relocations (identified below and shown in Exhibit No. 5) to Accommodate EDA Grant Roadway Project \$600,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
Aerial to Underground Relocation of Overhead Electric Distribution Lines	4,200 LF	\$344,500
Raise Manhole Lids	6 EA	\$6,000
Relocate Cubicle (switch gear)	1 EA	\$20,000
Relocate Transformer	1 EA	\$10,000
Reroute or Remove Overhead Electric Distribution Lines	4,000 LF	\$115,000
Relocate Overhead Electric Distribution Lines	4,000 LF	\$88,000
Relocate Overhead Electric Distribution Lines (double feeder)	550 LF	\$16,500
TOTAL		\$600,000

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97
Source: Sacramento Municipal Utilities District

Capital Improvement Program

MATHER FIELD TELECOMMUNICATIONS FACILITIES

Proposed telecommunications facilities relocations needed to accommodate the EDA Grant Roadway Project and system upgrades and system improvements needed to accommodate Mather Field Specific Plan land uses through 1996 are identified below.

ELECTRIC LIGHTWAVE, INC. (ELI) FACILITIES & COSTS

System Purchase Price, New Fiber, Cable, And Electronics
Through End Of 1996

\$925,000

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS

ELI and Sacramento County Department of Airports Facilities
Relocations (identified below and shown in Exhibit No. 5) to
Accommodate EDA Grant Roadway Project

\$818,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
ELI Facilities Relocations to Accommodate EDA Grant Roadway Project		
Adjust, Remodel, Relocate or Reconstruct Manhole to Conform to Roadway Grade	25 EA	\$35,000
Relocate Pole	5 EA	\$2,000
Relocate Manhole	7 EA	\$133,000
Relocate Duct (conduit) Structure	3,600 LF	\$144,000
Relocate Copper Cable	3,600 LF	\$46,000
Place Copper Splices Associated with Relocation of Copper Cable	38 EA	\$32,000
Aerial to Underground Relocation of Overhead Pole Lines	9,041 LF	\$360,000
Aerial to Underground Relocation of Overhead Service Laterals	1,200 LF	\$48,000
sub total		\$800,000
Sacramento Co. Dept. of Airports Facilities Relocations to Accommodate EDA Grant Roadway Project		
Aerial to Underground Relocation of Overhead Deluge System Fire Alarm Circuit	900 LF	\$18,000
TOTAL		\$818,000

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97

Source: Electric Lightwave, Inc. and Sacramento County Department of Airports

Capital Improvement Program

MATHER FIELD NATURAL GAS FACILITIES

Proposed natural gas facilities relocations needed to accommodate the EDA Grant Roadway Project and system improvements needed to accommodate Mather Field Specific Plan land uses are identified below.

MATHER FIELD UTILITIES (MFU) FACILITIES & COSTS

System Upgrades (source: *Reuse Plan for Mather AFB 9/91*,
Alternative No. 1. Cost estimate from *Reuse Plan* was
increased by 15 percent for Financing Plan Purposes) \$2,800,000

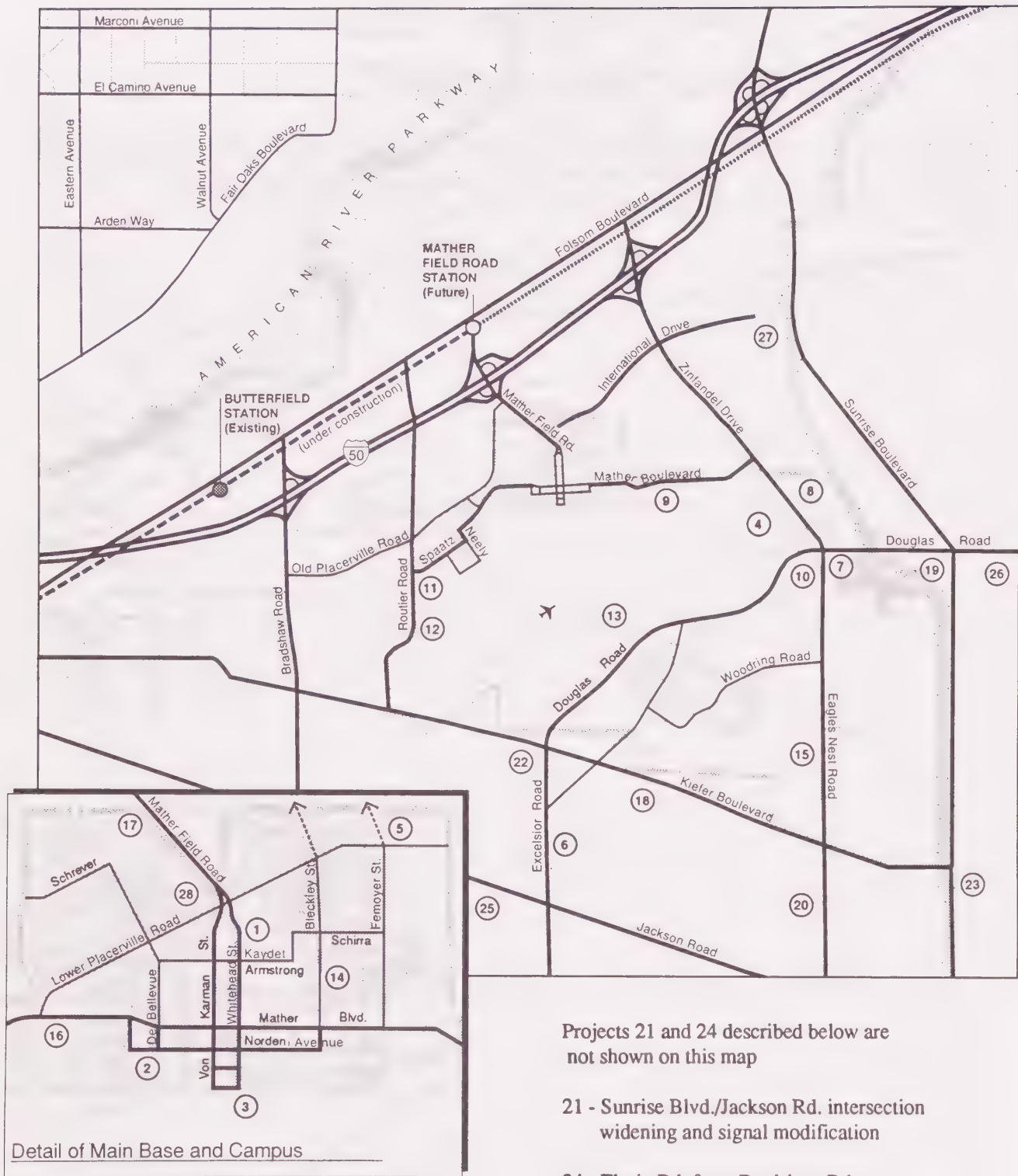
MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS

MFU Facilities Relocations (identified below and shown in Exhibit
No. 5) Associated With EDA Grant Roadway Project \$700,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	Quantity	Estimated Cost
Aerial to Underground Relocation of Overhead Cathodic Protection System Conductors	8,200 LF	\$201,400
Relocate Gas Line (Up To 4" Diameter)	22 Locations	\$110,000
Relocate Gas Line (Greater Than 4" Diameter)	21 Locations	\$262,500
Adjust Gas Valve Cover To Grade	18 EA	\$8,300
Relocate Gas Line	600 LF	\$45,000
Aerial to Aerial Relocation of Overhead Cathodic Protection System Conductors	4,550 LF	\$72,800
TOTAL		\$700,000

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97

Sources: Application for proposed EDA Financial Assistance Award Amendment No. 2, *Reuse Plan for Mather AFB 9/91*



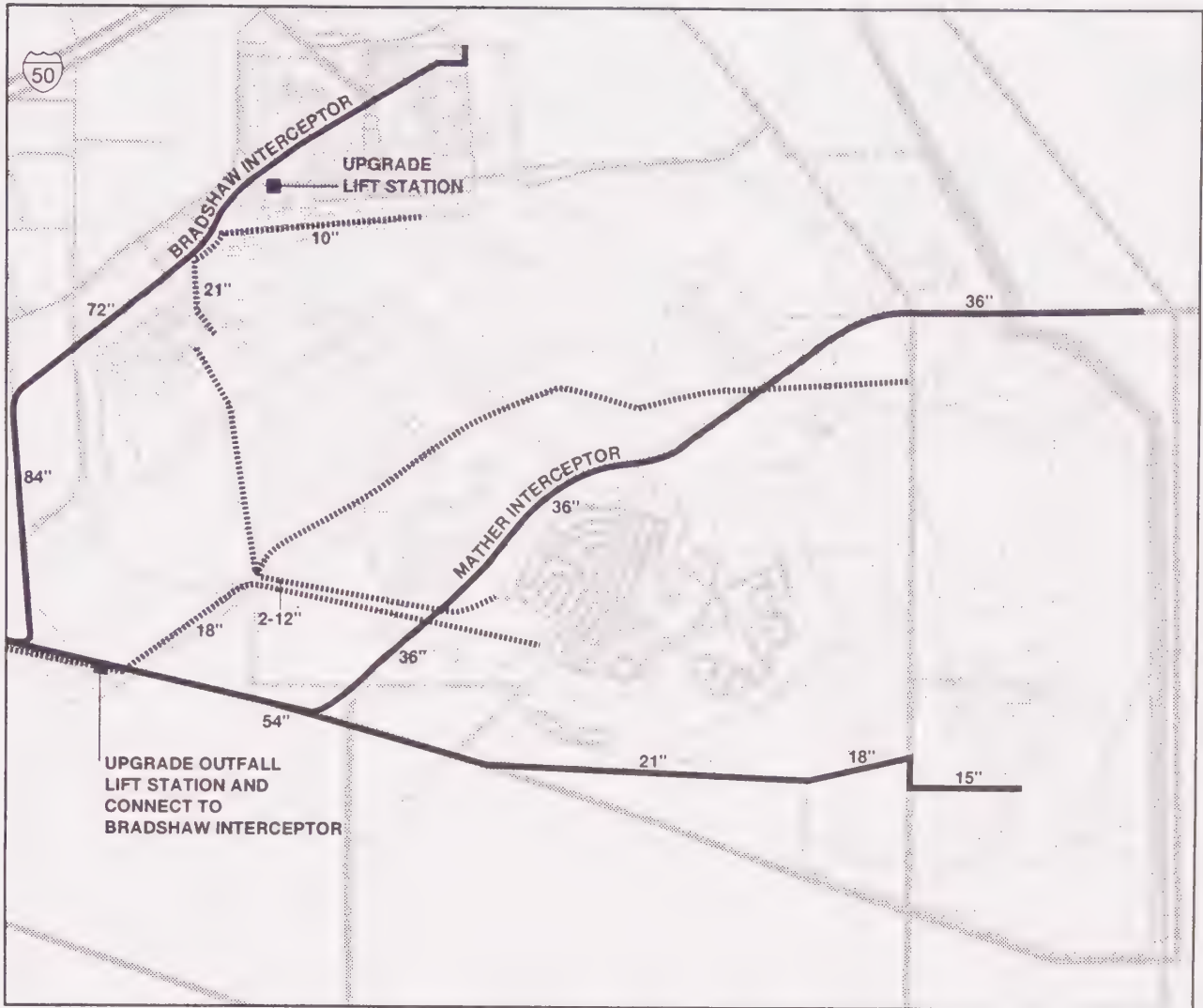
Projects 21 and 24 described below are not shown on this map

21 - Sunrise Blvd./Jackson Rd. intersection widening and signal modification

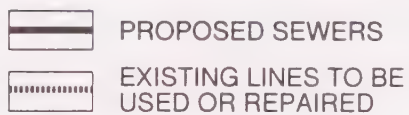
24 - Florin Rd. from Bradshaw Rd. to Grant Line Rd. (4-lane arterial)

Circulation Plan

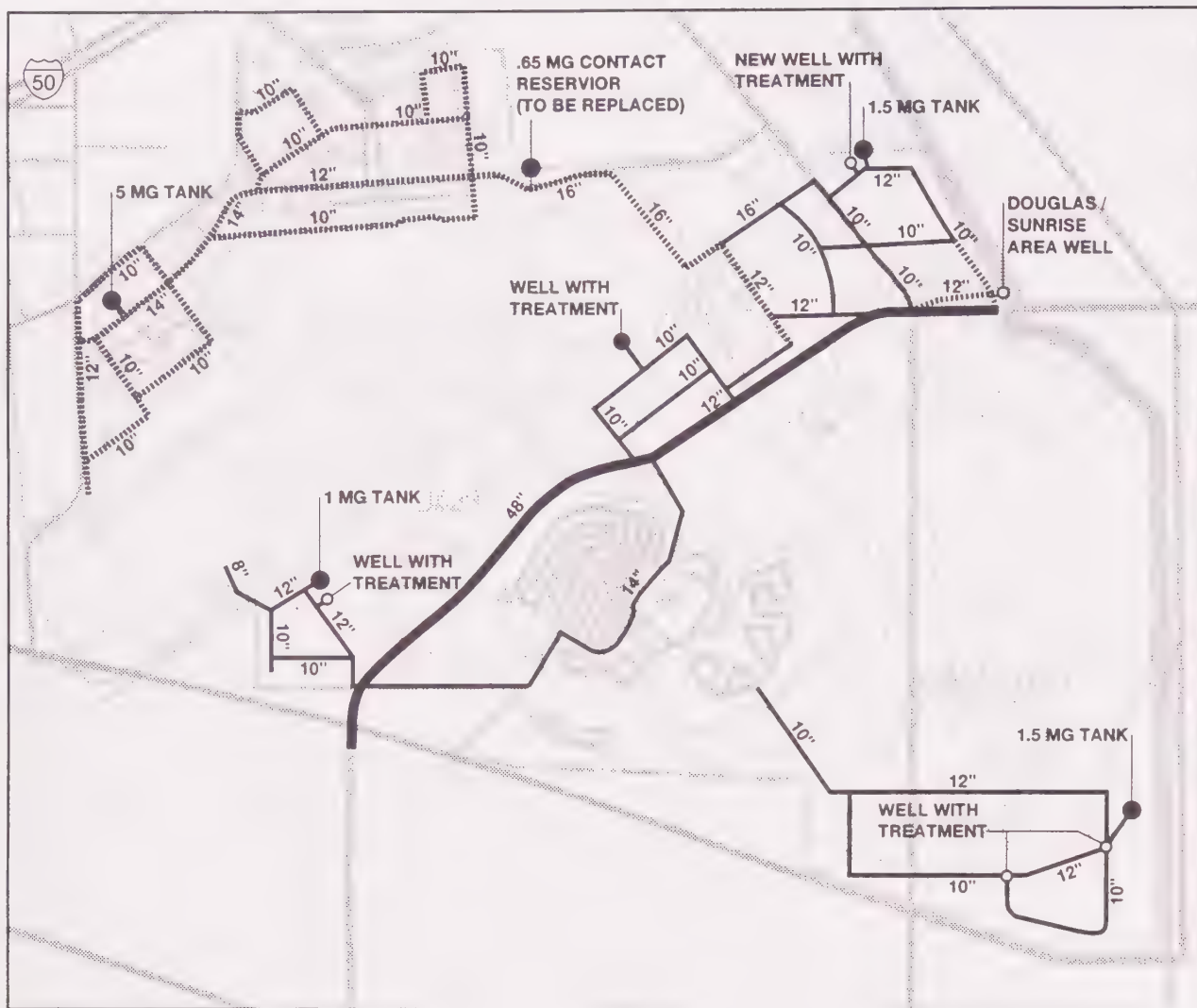




Wastewater System



NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

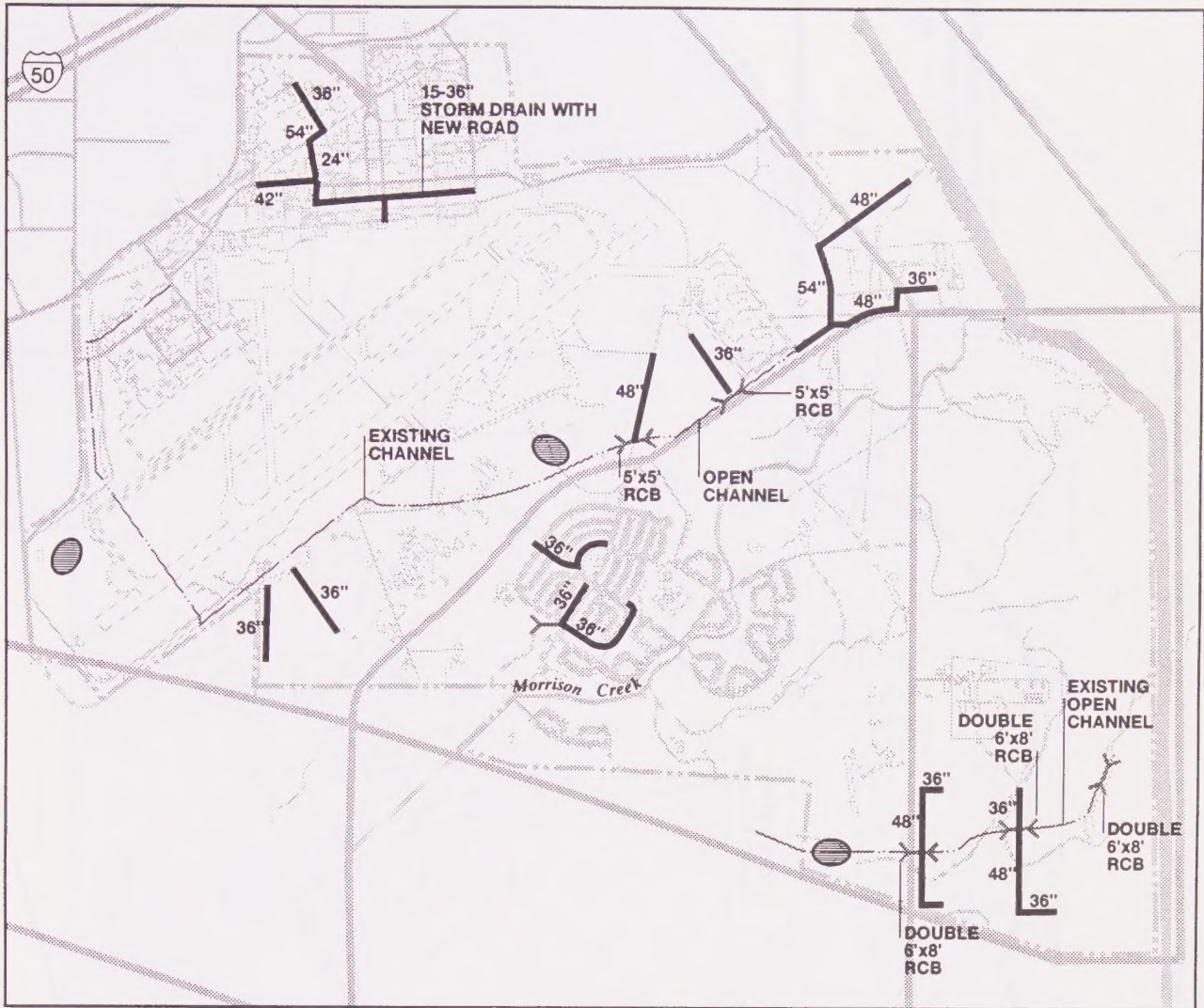


Water System



PROPOSED WATER LINES

	ZONE 40 TRANSMISSION MAIN
	ZONE 40 IMPROVEMENTS
	MFPFFP IMPROVEMENTS

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area. Additional water system lines in the main base area are not shown due to the scale of this map



Drainage System

-  PROPOSED DRAINAGE IMPROVEMENTS
-  DETENTION BASIN (POSSIBLE LOCATION)

 RCB

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

* Relocate existing aerial utilities adjacent to roadway

* Relocate existing underground utilities at water supply and storm drainage system conflicts

* Relocate and underground existing aerial utilities adjacent to roadway

* Relocate existing underground utilities at water supply, sanitary sewer and storm drainage system conflicts

Relocate aerial utilities adjacent to roadway

Overlay Project completed - May 1996

Parking Lot and Circular Driveway

General Aviation Air Terminal Building

EDA Grant
Roadway Improvement

NOTES: * Underground utility manhole and valve cover elevations will be adjusted to new roadway grade.
* Utilities are defined as electric distribution, natural gas distribution and/or telecommunication systems and include manholes, poles, duct structure, conduit, cable, piping, valves, transformers, etc.

U.C. BERKELEY LIBRARIES



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